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TakingItEasy

From the "Low-Tech Hookers Dept." According to news reports, Mexico stepped up what had been a low-key immigration policy. **Canadian and U.S. nude dancers** would no longer be permitted into the country to work under the special "high technology" skills category of NAFTA.

You would-be robbers out there could take some advice from Nigerian robbers. Apparently some Nigerian robbers are so bold, and the police are so outmanned, that the robbers often **notify the victims in advance** that they will be coming to rob them to encourage the residents to be away from the house at the time. (Now that's just plain thoughtful.)

He made the job easy for the detectives. After stealing a bunch of credit cards and buying a few thousand dollar's worth of stereo equipment, a robber decided he needed extended warranties. **So what did he do?** He bought the extended warranties using his own name.

The police issued an arrest warrant for a guy who toured flea markets, pawn shops, and swap meets attempting to sell his homemade box, rigged with computer parts, as an **"atomic bomb for $1 million."** But he was on the lam so the police couldn't ask him why he thought someone at a flea market might have $1 million to spend on an atomic bomb. (Sheesh!)

The latest from our "Red Wings Dept." Here in the land of fruits and nuts ... it seems that in San Francisco's vampiric blood-scene community, a prominent participant told the local newspaper, **"I'm a writer, and I drink blood.** It's such a California like ... that's-my-lifestyle ... kind of thing." Another said, "The initial cut hurts, definitely, but then there's the rush, and it definitely gives me energy." And here's another wonderful quote, "Blood is still a medium that hasn't reached saturation level yet. When it does, I'm ready to come in with pus! Squeezing pus!" (Barf!)

This woman got pissed off at her husband, pulled a gun on him, and fired, but nothing happened except a click. So he took the gun from her, released the safety, and handed it back to her, saying, **"If you're gonna shoot me,** you gotta do it right." Her next shot missed him, but the second one hit him in the back, sending him to the hospital.

He was arrested on suspicion of public decency when police, acting on the complaint of a woman who said he was harassing her, found him nude in a parking lot. According to police, he explained that he was **merely working on his tan** because he was on a church softball team and was afraid that if he didn't have a base tan, he would get sunburned. (Now there's a speedy mind at work.)

It's amazing how the mind works. A woman who had shoplifted a little over a hundred dollar's worth of items from a supermarket was arrested and charged with a felony (if the take is over $100, it's considered a felony). But she had a very good lawyer who noted that some of the items were **on sale** the day of the theft, and, consequently, that total take was actually under $100, which resulted in her charge being reduced to a misdemeanor.

A celebration of a saint in Peru was to include the "Great Gastronomic Kitty Festival" (a cat-tasting event), but animal lover organizations won a successful last-minute appeal. **Cats remain a delicacy** in town, though. As one man told a reporter, "The street cats are the best. They have more flavor."

He had no license plate on his car so he was stopped by the police. When they asked him about the missing plate, he told them it was in the trunk. They obtained permission to search and found it right where he said it was—**next to his stash** of heroin, cocaine, and marijuana.

This Peeping Tom liked to get as close as he could to what he was looking at—so close that the police were able to catch him when they **matched up his lip prints** to those found on a window.

This hurts just to think about it. In New York, the latest trendy body ornamentations are small jewelry charms inserted under the skin, producing boil-like bulges in the shapes of the charms. The **"subcutaneous jewelry"** can be inserted in the forehead, the back of the hand, or any other place in which the skin can be pinched. (Maybe I'll shove a Harley logo under the skin of my forehead.)

From the "Most Likely to be on Jerry Springer Dept." She had no idea she was pregnant **until she sat on the toilet.** "I was sitting there when all of a sudden, a head came out. It just came out, bam! It slid right out and was hanging on my leg."

This one's a crack-up. A man robbed a bank and escaped in a pickup truck. According to a teller, the man never claimed to have a gun, but **demonstrated his impatience** at the teller's dawdling by showing her a photograph of another man holding a gun.

Some things are truly unbelievable. A German news agency reported the introduction of a "Letter Bomb" toy in stores in the Philippines. The toy was selling very quickly by urging kids to, **"Have fun and become a terrorist."** The toy resembles an airmail envelope, and instructions say to write the target's name on it, clap on it heavily, and then present it to the victim within seven seconds so it will "explode" in his hand.

This one's an "Oops!" Workers delivering crates to a museum in the Netherlands accidentally dropped one containing a 75-million-year-old dinosaur skeleton made from bones recovered in Montana, breaking it into 188 pieces. And yet another **"Oops."** During a break-in at a museum in Japan, a thief being chased by a guard dropped a 600-year-old Ming Dynasty platter worth about $400,000, shattering it. (Ouch!)

Easyriders®

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Cover photo of Paula on Dave Haan's sizzlin' Softail by David Goldner. Special effects imaging by Roberta Conroy.

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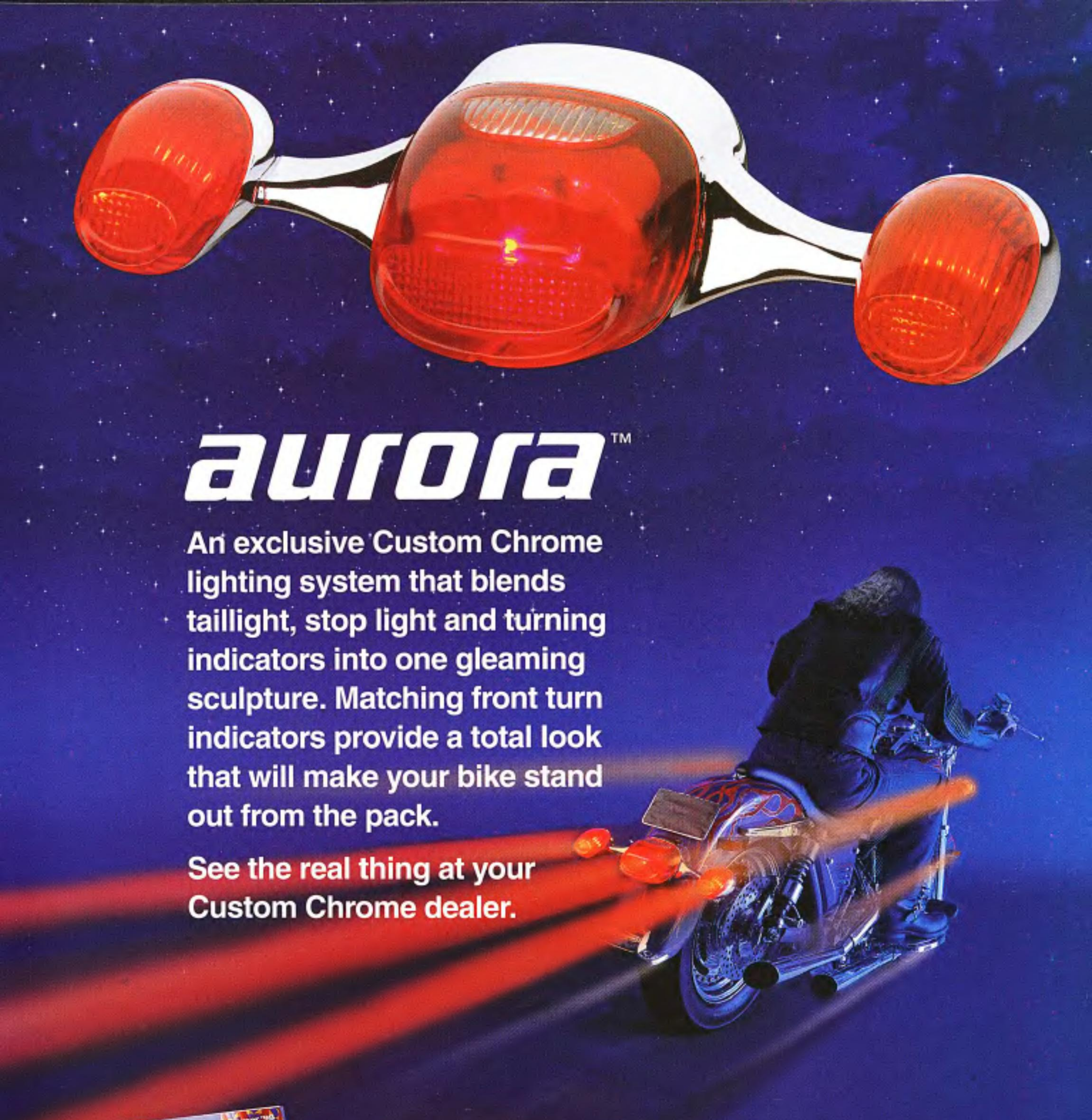

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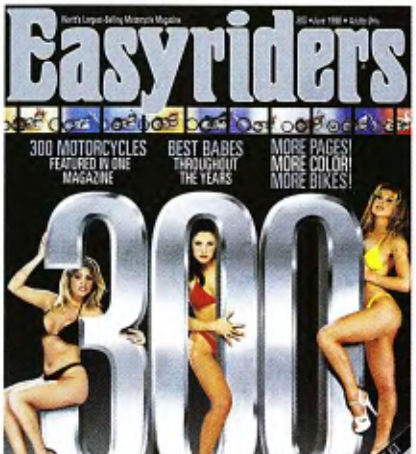


A Fan Letter

I'm sittin' here in Bosnia, reading issue #300, and want you to know that your rag is about the only thing that keeps a young bro sane in this hellhole. I haven't been off base in seven months, but your rag has kept me company on many a night while pullin' guard duty. The only complaint I have is that I can't get a new one every day. Keep 'em comin' (and me, too).

Jim Coleman
Eagle Base, Tuzla, Bosnia

Sounds like you're pullin' more than guard duty.

Beautiful Muthas

I just crawled out of the shitter with issue # 300, and all I can say is you guys are some beautiful muthas. Only problem I can see with this issue is that I'll have to mug someone to get some cash for a new one 'cause it won't be long before the one I have is all fucked up, what with all the slobber, drool, and other shit dickin' up the pages.

Every issue gets better and better, simply jam-packed with all those righteous scoots and fine-ass chubby warmers. Practice must surely make perfect because after 300 issues of fan-fucking-tastic rag creation, you guys have become thunder-riding, party-till-your-eyes-pop-out, hard-belly-chasin', master journal-fucking-ists.

The Bone
Lexington, Kentucky

He's Counting

I've been reading this great rag from cover to cover for many years and can usually take your fuck-ups in stride. A few issues back I was pissed to find your backward article on what was the most awesome Pan I've seen in a while. I let it slide. Now, in #300, you featuring a ride from each issue, and I count no less than 16 fuck-ups in that section alone! The best one I found is "1978 Panhead XLH"!! Good God!

Scott McHaney
Vancouver, Washington

That's where YOU'RE wrong! There are actually 17 fuck-ups in issue #300!

Take A Bath!

I want to tell some of those so-called "hardcore bikers" out there to go fuck themselves. Recently I walked into my local shop for a new brake line. I was doing this on my lunch hour, so I was dressed in a white shirt and tie. For some reason I was treated as if I were a nobody by some of the folks working and hanging around.

I want to say to those types of assholes out there that if you weren't so dumb, you would know better than to judge someone by his appearance. I'm 33 and have been riding since the age of 12. I currently ride the shit out of a '77 Shovel that I rebuilt from the frame up.

I'm educated and earn a very comfortable salary. I'm clean shaven and practice personal hygiene on a regular basis. If this means I'm less of a "biker" than you, who gives a shit. Your greasy, unbathed, uneducated opinion means dick to me. Unfortunately, your illiterate asses are probably too stupid to read this. Please have someone read this to you: "Take a fuckin' bath!"

Sick of Attitudes
New River, Arizona

Hey, I resemble that remark!

Discomboobulated

I can't believe you people put that boob guide in the July issue (#301). At first glance the magazine looks very upscale, but when I came to page 50, I was horrified. When are you poor excuses for men going to stop treating women like pigs?

Sheila Rae White
Alameda, California

Personally, I treat 'em to movies.

Thirty Questions

You misfits really goofed this time. Sure, your new, improved *Easyriders* looks sharp, but where's "Takin' It Easy?" I love reading those little news bits. And another thing, I couldn't find "Passin' Gas" anywhere. The girl on the Silver Bullet bike was a drool inducer, though. Too bad you don't show bush.

Blazin' Carl
Tehachapi, Calif.

Don't sweat the small shit, Carl. We just did things a bit differently to pay proper homage to Harley's 95th and to make sure you were payin' attention. "Takin' It Easy" is back, "Passin Gas" was on page 64, and as for seein' bush in this rag, you want George or Barbara?

Who?

I'd like to know who the people are in the Dave Mann piece (pgs. 62-63, #300). I know the rider on the far right is Dave, himself, and then moving left, J.T. and Keith Ball. But who's the guy on the far left?

Bob Preven
Rego Park, N.Y.

The orange-shirted Weasel on the far left is none other than longtime In The Wind *Editor and* Easyriders *Associate Editor Kim "Bomber" Peterson.*

A Comment

Gee, it's always been my lifelong dream to build a muscle bike and have some bonehead like Oil Can take it out and run the complete dogshit out of it. Duh, fuck it ... I guess it's Surgical Steeds' bike so it doesn't matter. Maybe that's what they wanted. Go figure.

Keep the glossy covers coming—you fuckers have enough bread to do it.

T. Rex
Lost In Florida

Oil Can wants to know when you're bringing your bike by. We make dreams come true.

Moon Words

I just received one of your calendars. The moon phase info is very helpful. Please continue to include it in future calendars.

Les Carter
Savannah, Georgia

I'll bet your initials, L.C., really stand for LyCanthrope. You're a werewolf, aren't ya, Les?

Up In Smoke At Daytona

This is to the bros who were at Ridgewood and Davison Ave. on March 5 at 7:10 p.m. Thanks for pulling me out of that fire that used to be my FXRS! You all know the story: Fuckin' cage makes a fuckin' left turn, and I fuckin' end up fuckin' hamburger (but without a bun). If anyone got a photo of it, I'd sure like to see it. I heard it made some heavy fuckin' flames.

Thanks again, bros, for not lettin' me turn into a fuckin' barbecue!

Johnny
Magnolia, Delaware

Fuckin' A!

Digs Trash

I always read your "Readers' Rides" and enjoy the writings of a man who is calling himself Trash at this time. In South America we are wanting to be as bikers we see in United States films but have a hard time wearing all the black leathers in the tropical heat. This man called Trash is sounding like an old-time biker man whom we enjoy very much. Thumbs out to you, Mr. Trash.

Ignacio Lopez
Buenos Aires, Argentina

Yeah, and thumbs out to you too.

NEW MILLENNIUM CHOPPER

MIKE MALDONADO CREATES A TOTAL CUSTOM FOR THE NEW AGE

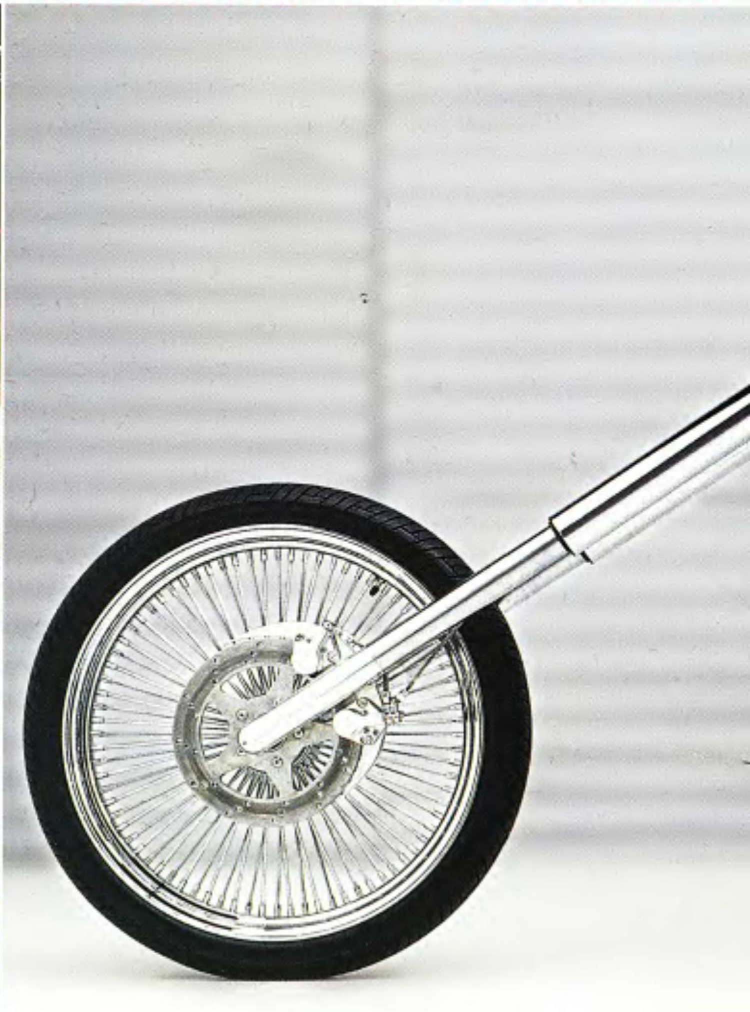
Mike Maldonado doesn't follow the bike building hordes as they trudge along en masse from one custom anthill to the next. The young, avant-garde artist prefers to listen to the spirits of custom culture, the old ones who knew how to create devastatingly wild custom hot rods out of the ether, zigging when the rest of the world zagged. The mind-melting custom before you speaks volumes about Mike's attitude, his beliefs, and his commitment to remaking the genre of custom bike building, elevating the world of choppers, pushing it screaming into the next millennium.

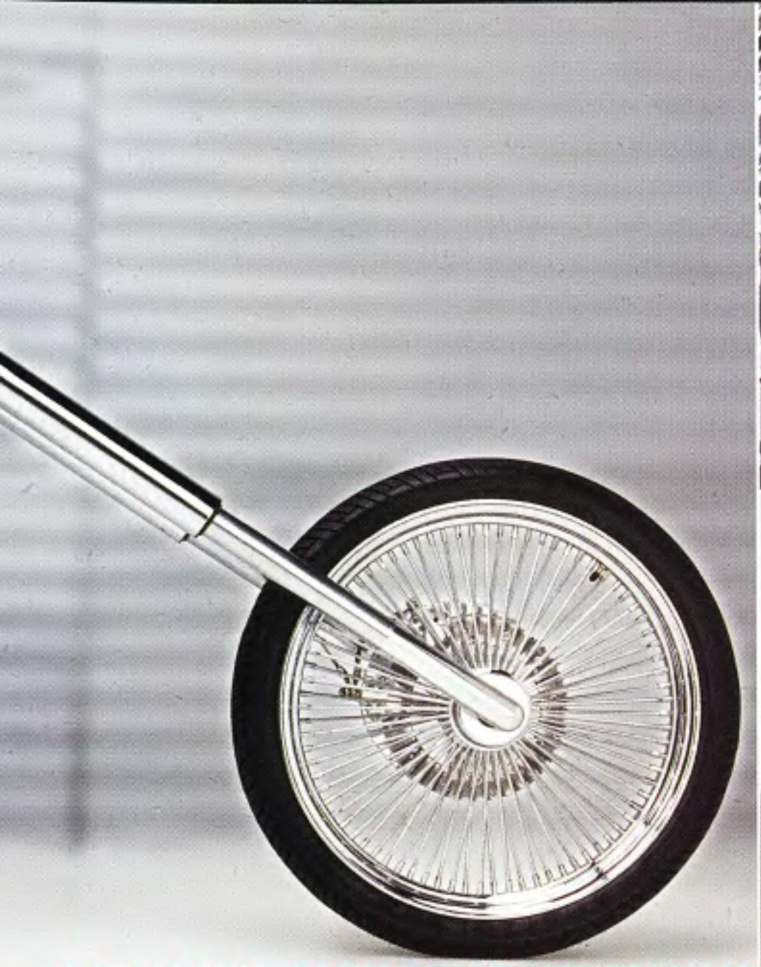
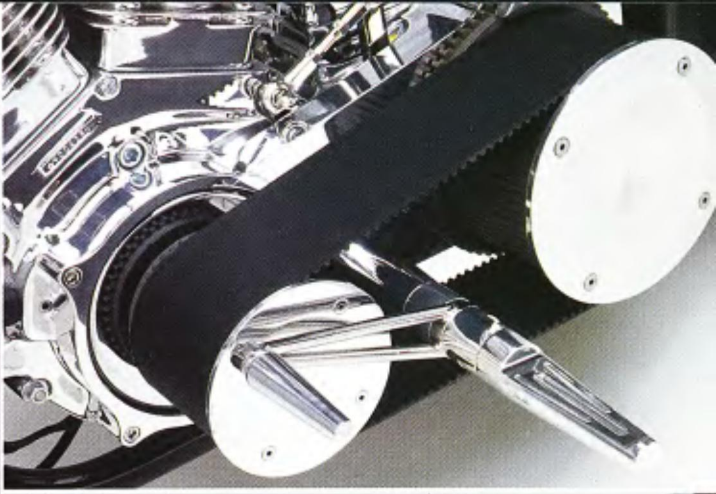
From his humble shop in San Clemente, California, Mike has created a two-wheeled Zen garden dedicated to one-off fabrication, the likes of which the world has never seen before. "I built this bike for myself," Mike says. "I wanted something that I would ride for many years to come, a chopper that would herald the arrival of the new century."

The long, dark cherry chop makes several quantum leaps in the design department. Take a look at the massive back wheel. Mike found just the right centerpiece to wrap his wanton ride around in a Roadstar chrome wheel meant for lowrider cars. Hey, where's the swingarm? Does that 200 Michelin rubber just float in some anti-gravity containment field out of *Star Trek*? Take a gander at the primary side and you'll discover Mike's ingenious single-sided swingarm. "I've seen bikes set up like this in Europe, but I've never seen this technology used on a chopper," Mike says, grinning.

Another high-tech marvel on this bike is the massive front end. The front tubes are reversed for stability, flexing less than conventional extended front ends. This creation is like a thundering Clydesdale in a world of Shetland ponies, thanks to the wizardry of Spyke and Vince Costa. →

FROM HIS SHOP IN SAN CLEMENTE, CALIFORNIA, MIKE HAS CREATED



A TWO-WHEELED ZEN GARDEN DEDICATED TO ONE-OFF FABRICATION.

Mike's company, Heavy Cycle Customs, handled all the unique fabrication chores, starting with a true masterpiece of modern frame technology rendered by Maldonado and Jamie Campbell. One-off engine goodies are the domain of Spyke with assembly by Mike, Terry DeCou, and John L.

Every year, the crème de la crème of custom bike builders show off their talents at *VQ*'s Biker's Ball during Daytona Bike Week. It takes a truly unique ride to cause such jaded heads as these Kings of Customizing to turn in wonder and astonishment. Maestro Maldonado's new millennium chopper won rave reviews as well as a prestigious ViQé Award at the event. "*Easyriders* has always been about custom bikes and wild choppers," Mike says. "I built this bike as a tribute to *Easyriders*." All who would dare the gods of chrome and steel, take heed, for this dark steed has raised the bar on the custom bike world. A new line has been drawn in the sand of far-out fabrication. None but men of valor may pass. —*Phantom*

ELEVATING THE WORLD OF CHOPPERS

Owner: ....Mike Maldonado
City: ....San Clemente, California

General

Fabrication: ....Heavy Cycle Customs
Year/make: ....1997 Special Construction
Model: ....California New Millennium Chopper
Assembly: ...owner, Perry DeCou, John L.
Chroming: ...Quality Polishing/C.O. Polishing

Engine

Year/model: ....1998 S&S
Rebuilder: ....Spyke
Ignition: ....custom by Spyke
Displacement: ....113 cubic inches
Lower end: ....S&S
Pistons: ....Spyke/HTC
Cases: ....S&S
Heads: ....S&S
Cam: ....Redshift
Carb: ....S&S
Pipes: ....custom

Transmission

Year: ....1998 FXR style
Modifications: ....polished case, custom wheel sprocket

Paint

Molding: ....Maldonado
Painter: ....Maldonado
Color/type: ....wild black cherry/ House of Kolor, DuPont
Special paint: ....Maldonado

Frame

Year/builder: ..1998 Heavy Cycle Customs
Type: ....handbuilt
Modifications: .... raked, stretched, mono shock style

Accessories

Bars: ....Maldonado
Handlebar controls: ....Maldonado
Fenders: ....Maldonado
Headlight: ....Road Wings
Taillight: ....Heavy Cycle Customs
Dash: ....none
Pegs: ....Maldonado
Foot controls: ....
Electrics: ....Heavy Cycle Customs
Gas tank: ....Heavy Cycle Customs
Oil tank: ....in frame
Seat: ....Lars custom
Grips: ....Maldonado

Forks

Type: ....wide glide
Builder: ....Vince Costa/Spyke
Modifications: ..inverted, 25 inches over

Wheels

Front

Type: ....Road Wings 80 spoke
Size: 21-inch
Tire: ....Metzeler
Brake: ....Perf. Machine/Maldonado

Rear

Type: ....Roadstar/Maldonado
Size: 17-inch
Tire: ....200 Michelin
Brake: ....Heavy Cycle Customs
Photos: ....John Wycoff

BEST CUSTOM FABRICATED BIKE BUILDER
Mike Maldonado received his prestigious VQé award at the *VQ* Bikers Ball, Daytona Bike Week, March 1998.

"EASYRIDERS HAS ALWAYS BEEN ABOUT WILD CHOPPERS."

More Spring For Your Springer

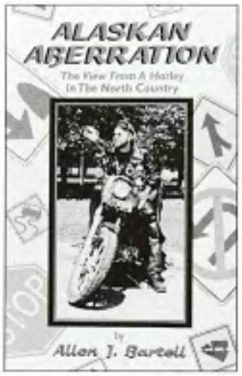
It's a proven fact that bikers like things that bounce, and this new Progressive Suspension replacement "Springer" shock for '89-'98 Harley Springer Softails does the trick for less than the price of OE stock shocks. Unique velocity sensitive damping gives you control and stability from mild to wild riding conditions. It's another smooth solution from Progressive Suspension, available at your friendly neighborhood aftermarket shop, or check out their Web site at www.progressivesuspension.com.

Get A Little Cam Relief

The folks at Zipper's Performance Products keep coming out with cool tools to help you do everything, from opening beer bottles, to, in this case, easing the installation of high-lift camshafts in Harley big twin engines. The tool bolts to the engine case and has an adjustable cutter on the spindle that machines the case for intake cam lobe clearance. This here li'l wonder leaves a clean finish and can be performed in-frame with minimum teardown. I have it on good authority that it can also remove fillings. Contact your local bike shop or call Zipper's at (410) 799-8989.

Longshots

Admit it, one of the reasons you love Harleys is because of that thunderous sound, right? Well this Vance & Hines Longshots performance exhaust system doesn't just look good and get you down the road quicker, these pipes sound bitchin'! Thanks to full-length heat shields, these nasty, super-long straight pipes don't blue, and if you really want to upset the neighbors, the baffles are removable. Longshots are available to fit Softail and Dyna models from your local Drag Specialties dealer.



North To Alaska

Ever wonder what it would be like to ride an 883 Sportster 12,000 miles through Canada and Alaska? Ever wanna kiss a moose? For one of the wildest rides this side of hell, check out *Alaskan Aberration—The View from a Harley in the North Country* by Allen J. Bartell. This book is Allen's diary during his wilderness adventure and offers practical tips on touring, biker poetry, and even a little motorized philosophy. It's a good read and is available through Whitehorse Press: P.O. Box 60, North Conway, NH 03860; (603) 356-6556, (800) 531-1133 (U.S. and Canada only).

Go Big And Fat

There's a reason more custom bike builders go with Avon rubber. Take a gander at this mega-wide 200/60 Ultra Custom AM23 series asphalt eater! We're talkin' about a high-performance Kevlar-belted tire that is nearly 8 inches wide. Yeow! Now you can get the low profile look and kick-ass performance in one screaming package from a company that has been around as long as Harleys have. For information on using Avons on your bike call (800) 624-7470.

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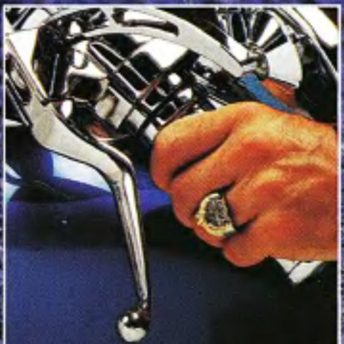

OFFICIAL LICENSED PRODUCT®

Solid 10 karat gold eagle and solid steel infused with metal from actual "Harleys.®"

Harley-Davidson.® Ultimate symbol of freedom, strength and raw power. Now, inspires a bold ring for the man who is born to live free...and savor every moment.

The Harley-Davidson Wings of Freedom Ring. The famed Harley-Davidson emblem sculpted of solid steel and hand-set on a solid 10 karat gold eagle. All set upon a bold steel band infused with metal from production parts of actual Harley-Davidson motorcycles. Fully authorized and authenticated by Harley-Davidson. Available only through The Franklin Mint. Just $195, payable in convenient monthly installments.

SATISFACTION GUARANTEED

If you wish to return any Franklin Mint purchase, you may do so within 30 days of your receipt of that purchase for replacement, credit or refund.

THE FRANKLIN MINT

The Franklin Mint Please mail by November 30, 1998.
Franklin Center, PA 19091-0001

Please enter my order for The Harley-Davidson® Wings Of Freedom Ring. I need SEND NO MONEY NOW. I will be billed in 5 monthly payments of $39.* when my exclusive ring is ready to be shipped.

*Plus my state sales tax and a one-time charge of $4.95 for shipping and handling.

MR/MRS/MISS ______________________
PLEASE PRINT CLEARLY

ADDRESS ______________________ APT. # ________

CITY/STATE ______________________ ZIP ________

TELEPHONE # (________) ______________________

SIGNATURE ______________________
ALL ORDERS ARE SUBJECT TO ACCEPTANCE.

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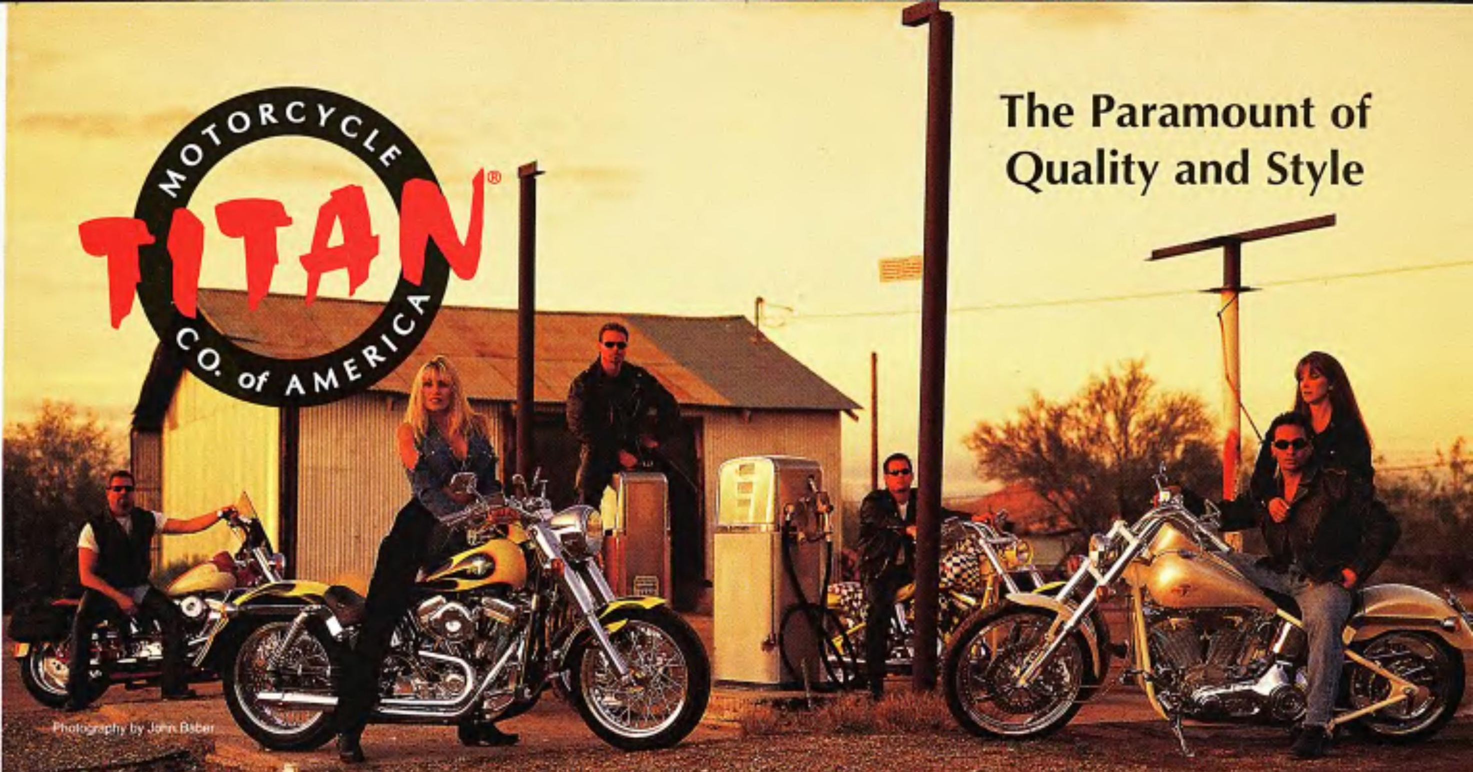
PERFECT FIT IS GUARANTEED. To ensure a proper fit, a custom ring sizer will be sent to you prior to shipment.

Fully Authorized by Harley-Davidson.®



MEET THE PLAYBOY PLAYMATES WHEN YOU VISIT THE TITAN DISPLAY AT THE FOLLOWING EVENTS:

STREET VIBRATIONS
Reno, NV
Sept. 18-20

DEL MAR RALLY
Del Mar Racetrack, CA
October 10

BIKETOBERFEST DAYTONA
Daytona Beach, FL
Oct. 28 - Nov. 1

LOVE RIDE
Castaic Lake, CA
November 8

CONTACT ONE OF TITAN'S FAMILY OF FINE AMERICAN DEALERS

TITAN OF PHOENIX
Phoenix, AZ
(602) 954-8500

BIKERS DREAM OF SCOTTSDALE
Scottsdale, AZ
(602) 990-8700

BOB DRON MOTORCYCLES, INC.
Oakland, CA
(510) 635-0100

ROCKLIN HARLEY-DAVIDSON
Rocklin, CA
(916) 624-9211

SANTA ROSA VEE TWIN
Santa Rosa, CA
(707) 523-9696

VENTURA MOTORCYCLE CO.
Ventura, CA
(805) 643-1277

TITAN OF LOS ANGELES
W. Los Angeles, CA
(310) 445-1989

EASYRIDERS OF DENVER
Denver, CO
(303) 584-9886

BIKERS DREAM OF TAMPA BAY
Clearwater, FL
(813) 531-5505

BIKERS DREAM OF JACKSONVILLE
Jacksonville, FL
(904) 262-BIKE

TITAN OF PALM BEACH
Jupiter Beach, FL
(561) 745-8661

TITAN OF PANAMA CITY
Panama City, FL
(850) 763-0691

AMERICAN LEGEND CYCLES
Sarasota, FL
(941) 366-0994

EASYRIDERS OF ATLANTA
McDonough, GA
(770) 914-6076

BIKERS DREAM OF ATLANTA
Alpharetta, GA
(770) 752-9160

TITAN OF BOISE
Boise, ID
(208) 322-2687

RUSSELL'S CUSTOMS
Coeurd' Alene, ID
(208) 667-1542

TITAN MOTORCYCLES CHICAGO
Berwyn, IL
(708) 795-2982

BIKERS DREAM OF INDIANAPOLIS
Indianapolis, IN
(317) 329-5553

CALMES MOTORSPORTS
Baton Rouge, LA
(504) 791-2277

EASYRIDERS OF NEW ORLEANS
Metarie, LA
(504) 887-6968

TITAN CYCLE CENTER
Pocasset, MA
(508) 563-7328

ROSE CITY MOTORS
Jackson, MI
(517) 764-0930

EASYRIDERS OF DETROIT
Mt. Clemens, MI
(810) 783-7300

CARLINI CALIFORNIA CONNECTION
Redford, MI
(313) 535-1500

KOKESH MOTORCYCLES
Minneapolis-St. Paul, MN
(612) 786-9050

BLACKSTONE CUSTOM MOTORCYCLE
Duluth, MN
(218) 722-8322

TITAN OF LAS VEGAS
Henderson, NV
(702) 564-7208

AMERICAN CLASSIC CYCLES
Cherry Hill, NJ
(609) 795-7001

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(201) 512-9700

HEAVY METAL BIKES
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Albuquerque, NM
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Las Cruces, NM
(505) 524-3626

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(914) 592-1088

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Long Island, NY
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EASYRIDERS OF CHARLOTTE
Charlotte, NC
(704) 529-5947

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Washington, NC
(252) 975-1500

BIKERS DREAM OF WILMINGTON
Wilmington, NC
(910) 452-7242

AMERICAN CUSTOM MOTORSPORTS
Bedford Heights, OH
(440) 439-2577

EASYRIDERS OF CINCINNATI
Cincinnati, OH
(513) 860-EASY

EASYRIDERS OF COLUMBUS, OH
Columbus, OH
(614) 224-9400

TITAN OF OREGON
Hillsboro, OR
(503) 681-2113

PUERTO RICO TITAN MOTORCYCLES
Centro, Puerto Rico
(787) 746-6166

AMERICAN BIKER-GREENVILLE
Greenville, SC
(864) 271-0654

TITAN OF MYRTLE BEACH
Murrells Inlet, SC
(843) 651-5555

AMERICAN MOTORCYCLE WORKS
Sioux Falls, SD
(605) 331-5110

BUMPUS HARLEY-DAVIDSON
Memphis, TN
(901) 372-1121

EASYRIDERS OF DALLAS
Dallas, TX
(214) 357-0707

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THE ULTIMATE IN CUSTOM DESIGNED, VOLUME PRODUCED, PERFORMANCE MOTORCYCLES.
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A NASDAQ Listed Company – "TMOT" www.titanmotorcycle.com

Prior to February 1998, the little town of St. Clair, Michigan, was known primarily as the Hubbard Squash Capital of the World, and the birthplace of Boniface Petard, who still holds the *Guinness Book* record for the longest nostril hair ever grown. All that changed when Ed Thoms, owner of this immaculate custom cruiser, entered this year's *Easyriders* Bike Show in Detroit. When his scoot garnered Second Best of Show in the Spectator Class, Ed became an overnight celebrity, rivaling the fame of Henri Patzcuaro, St. Clair's world-renowned yodeling hangman.

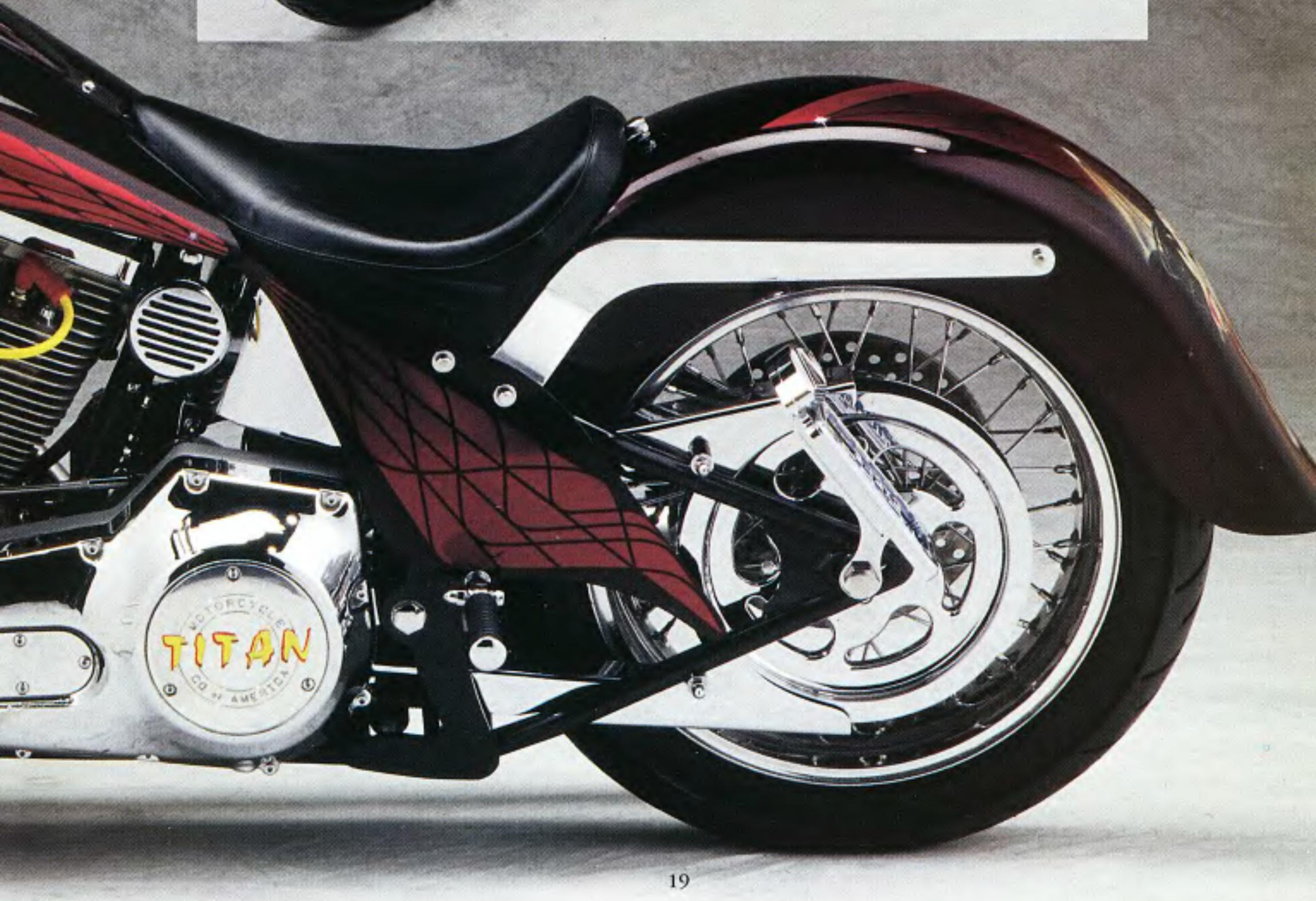
A MAULER FROM MICHIGAN

NORTHERN EXPOSURE

All right, all right—so I'm making all this crap up. I gotta fill up this space somehow, don't I?

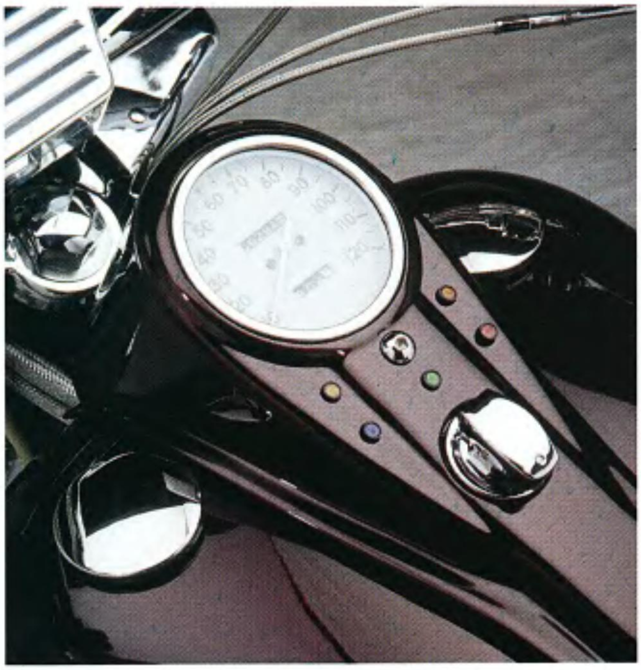
OK, if you can handle the truth, here goes. When the year began, Ed was soakin' up the sun way down in Ixtapa, Mexico. (By the way, when asked what kept him so far from home, he replied, "Well, I met her south of the border, but eventually she came across.") Arriving back in Michigan in mid-January, he threw himself into a frenzy of bike building, racing to get his machine ready in time for the Detroit show, a mere three weeks away. Ed faced a formidable task—fabricating the body panels, stretching the tanks, creating the 9.25-inch, inlaid LED lights on the rear fender, and so forth. Then the bike had to be painted, which meant applying a base coat of pearl black, fading seven different shades in and out to create the graphics, and finishing by coating everything with romanesque crimson and clear. The results speak for themselves—a head-turning, asphalt-scorching, prize-winning, one-of-a-kind beauty. →

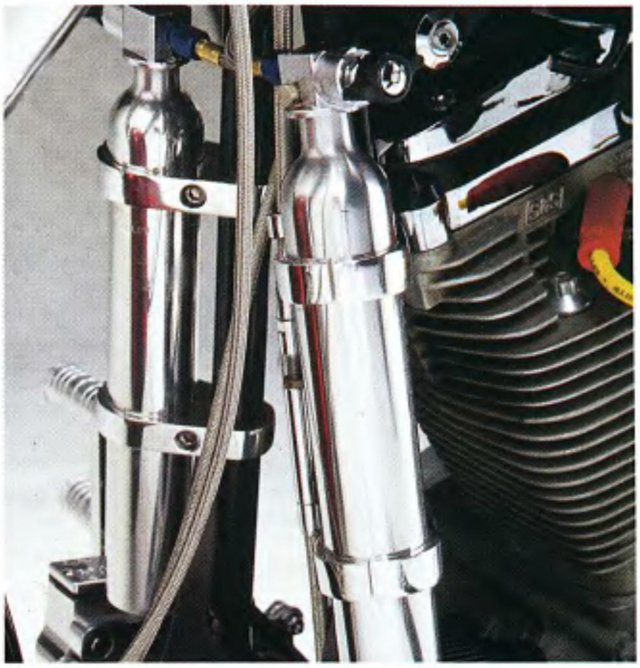
For the record, Ed rides the bike every day (weather permitting) and has been building hot rods and bikes for around 22 years. Assisting in the creation of this Michigan Marvel, were Andy Hicks at Richmond Motorcycle Parts, Tom Phenegar at the *Easyriders* Store in Detroit, and Ed's girlfriend, Barbara Holden. Supplying technical advice was Terry at Russ Tom's Downtown Harley-Davidson in Seattle. Ed makes his living as co-owner of Helping Hands Auto Sales in St. Clair, and in case you were wondering, he's resolved to have another motorcycle ready for next year's show. This one's gonna be a hand-crafted, lightweight →


MOTORCYCLE
TITAN
CO of AMERICA

custom sport bike with an engine displacing around 120 cubes. In addition to hitting the bike shows, Ed says he plans to do a little "recreational" drag racing with this beast.

Recreational, huh? Well, that's a relief. God knows what kinda monster he'd whip together if he got serious about it. —*Kickstart Paul*





Owner: ....Edward Thoms
City: ....St. Clair, Michigan

General

Fabrication: ....Custom Creations/ Richmond Motorcycle Parts
Year/make: ....1996 Titan
Model: ....Roadrunner
Assembly: ....Custom Creations/ Richmond Motorcycle Parts
Chroming: ....Titan

Engine

Year/model: ....'96 Titan
Rebuilder: ..Richmond Motorcycle Parts
Ignition: ....Crane Hi-4
Displacement: ....96 cubic inches
Lower end: ....S&S
Pistons: ....S&S
Cases: ....S&S
Heads: ....S&S
Cam: ....S&S 562
Carb(s): ....S&S
Pipes: ....SuperTrapp, 2-into-1
Modifications: ....nitrous oxide, S&S balancing, lifters, and air cleaner

Transmission

Year: 1996
Modifications: ....JIMS gearing

Paint

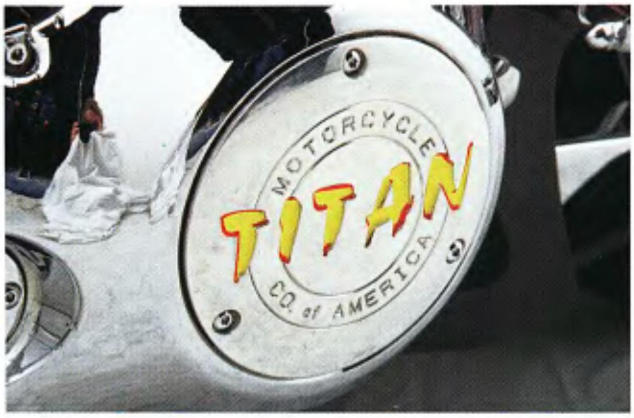
Molding: ....Custom Creations
Painter: ....owner/ Custom Creations
Color/type: ....black pearl base coat, Romanesque crimson overlay/ PPG
Special paint: ....Tom Schuster/ owner/Ken Wier

Frame

Year: 1996
Builder: ....Daytec
Type: ....Softail
Modifications: ....33-degree rake, custom body panels, P-51 air dam

Accessories

Bars: ....Titan
Handlebar controls: ....Ness
Fender(s): ....Custom Creations
Headlight: ....Tri-Star
Taillight: ....inlaid LED lightning bolts/ Custom Creations
Speedo: ....Custom Chrome
Dash: ....Ness
Pegs: ....Titan
Electrics: ....Titan



Gas tank: ....stretched, Ray Van/ Richmond Motorcycle Parts
Oil tank: ....Titan
Oil system: ....S&S
Seat: ....Corbin solo
Mirrors: ....Ness
Grips: ....Ness

Forks

Type/builder: ....41mm Titan
Modifications: ....chromed lowers

Wheels

Front

Type: ....Akront
Size: 18-inch
Tire: ....Dunlop
Brake: ....Performance Machine

Rear

Type: ....Akront
Size: 18-inch
Tire: ....Avon
Brake: ....Performance Machine
Photos: ....Pam Proctor

2ND BEST OF SHOW
Easyriders Bike Show Tour Detroit, February 7, 1998. Owner is eligible to compete in the $35,000 Invitational Show, Columbus, Ohio, February 1999.

Happenings

ALABAMA
ABATE of Alabama
Info: (205) 820-9265

ALASKA
ABATE:
Anchorage Chapter
Info: (907) 248-7828
Kenai Peninsula Chapter
Info: (907) 776-8148
Tanana Valley Chapter
Info: (907) 457-3246

Labor Day Run & Rodeo
Date: September 4-7
Place: Sterling
Info: (907) 248-7828

Late Season Run
Date: September 12
Info: (907) 248-7828

Highway Trash Pickup
Date: September 16
Info: (907) 248-7828

ARIZONA
ABATE of Arizona
Info: (602) 678-4012

MMA of Arizona
Info: (602) 788-8873

Sturgis in Arizona
Date: September 5-7
Info: (520) 297-3631

ABATE Steak Fry
Date: September 6
Place: Pinion Pines, Prescott
Info: (520) 445-8010

Verde Valley Rainbow Run
Date: September 18-20
Place: Cliff Castle Casino, Camp Verde
Info: (520) 639-6903

ACMA Mountain Madness
Date: September 18-20
Info: (602) 504-8565

Humane Society Poker Run
Date: September 20
Place: Bashful Bandit
Info: (520) 881-9706

Sober Riders Poker Run
Date: September 26
Place: Tucson
Info: (520) 327-2493

ARKANSAS
ABATE of Arkansas
Info: (501) 851-0545

State H.O.G. Rally
Date: September 18-20
Place: Hot Springs
Info: (800) 258-2464

CALIFORNIA
ABATE of California
Info: (805) 641-2334

MMA of California
Info: (916) 442-4387

Three Flags Classic
Date: Sept. 4-7
Place: Starts in Tijuana, BC, Mexico; ends in Kimberley, BC, Canada.
Info: Fee is $190 U.S., P.O. Box 616, Cardiff By The Sea, CA 92008. Your check is your entry. Call Max or Clarice: (805) 269-5982

Shriner's Hospital Toy Run
Date: September 12
Place: Vallejo to Sacramento
Info: (916) 442-4727

Fry Yer Butt 'n' Putt Run
Date: September 13
Place: Lake Berryessa
Info: (707) 965-3209

Swap Meet
Date: September 13
Place: Ventura Fairgrounds
Info: (805) 650-6777

End Of Summer Run
Date: September 13
Place: Fall River Mills
Info: (916) 442-4727

Cow Palace Swap Meet
Date: September 13
Place: San Francisco
Info: (916) 442-4727

H.O.G. Mile and a Half Tour
Date: Sept. 25-Oct. 4
Place: Sacramento to Las Vegas
Info: (800) 258-2464

Ride For Kids: benefits Pediatric Brain Tumor Fnd.
Date: September 27
Place: Sacramento
Info: (800) 253-6530

COLORADO
ABATE of Colorado
Info: (303) 659-6374

Four Corners Iron Horse Motorcycle Rally
Date: September 4-7
Place: Ignacio
Info: (970) 563-4171

2 Wheelers/Maverick H-D Nut Run
Date: September 20
Place: Denver
Info: (303) 433-0564

CONNECTICUT
Connecticut Motorcycle Riders Association
Info: (860) 588-6666

MDA Ride America for Healthier Babies
Date: September 13
Info: Enid (860) 290-5440

DELAWARE
ABATE of Delaware
Info: (302) 834-5793

Ronald McDonald House Run For Kids
Date: September 6
Info: (302) 378-3701

Fall Bike Rodeo
Date: September 19
Place: Taylors Bridge
Info: (302) 322-6730

FLORIDA
ABATE of Florida
Info: (407) 668-5006

GEORGIA
ABATE of Georgia
Info: (404) 294-8900

H.O.G. Rolling the Coast Tour
Date: Aug. 29-Sept.4
Info: (800) 258-2464

Nitro Festival
Date: September 5-6
Place: Silver Dollar Raceway, Reynolds
Info: Buford (615) 789-3202

ADBA All-Harley Drags
Date: September 5-7
Place: Reynolds
Info: (404) 294-8900

Big Roy Memorial
Date: September 18-20
Info: (404) 294-8900

District 3 Membership Drive Party
Date: September 19
Info: (404) 294-8900

District 4 Prelude to Fall Breakfast Ride
Date: September 20
Info: (404) 294-8900

End of Summer Blowout
Date: September 26-27
Info: (404) 294-8900

Fall Blood Drive & Bike Show
Date: September 27
Info: (404) 294-8900

HAWAII
Street Bikers United (SBU)
Info: (808) 521-2487

Big Island Friday Night Party
Date: September 4
Info: (808) 521-2487

SBU Labor Day Run
Date: September 6
Place: Kona
Info: (808) 521-2487

SBU Rodeo & Swap Meet
Date: September 27
Info: (808) 842-5530

IDAHO
Idaho Coalition for Motorcycle Safety
Info: (208) 345-6231

Statewide Friendship Run
Date: September 4-7
Info: (208) 343-7452

End of the Sun Run
Date: September 12-13
Info: Moose (208) 245-2320

ILLINOIS
ABATE of Illinois
Info: (800) 872-2283

ABATE of Illinois Bike Raffle
Date: September 6
Info: (800) 872-2283

SE Region Bean Farm Party
Date: September 11-13
Info: (309) 343-6588

Crete H.O.G. Poker Run
Date: September 13
Info: Crete H-D (708) 672-6601

Illinois River Poker Run
Date: September 19
Info: (309) 343-6588

SW Region Marble Party
Date: September 26
Info: (309) 343-6588

Swap Meet
Date: September 27
Place: Belleville
Info: (319) 462-6011

INDIANA
ABATE of Indiana
Info: (317) 442-8040

Labor Day Hog Roast
Date: September 5-7
Place: Madison County
Info: (317) 422-8040

Labor Day Trike In
Date: September 5-7
Info: (317) 241-7375

Rebel Yell
Date: September 11-13
Info: (317) 422-8040

Memorial Campout
Date: September 12
Info: (317) 422-8040

Iron Butt Poker Run
Date: September 12
Info: (317) 422-8040

Huntington County Poker Run
Date: September 12
Info: (317) 422-8040

White County Poker Run
Date: September 13
Info: (317) 422-8040

Bluffton Street Fair
Date: September 15-17
Place: Wells County
Info: (317) 422-8040

Summer's End Party
Date: September 18-20
Place: Marshall County
Info: (317) 422-8040

Southern Hills Bash
Date: September 18-20
Info: (317) 422-8040

Clinton County Poker Run
Date: September 19
Info: (317) 422-8040

Texas BBQ
Date: September 19
Place: Dekalb/Noble County
Info: (317) 422-8040

AMA Nat'l Hillclimb Series
Date: September 20
Place: Middlebury
Info: AMA (614) 891-2427

MRF Meeting of the Minds
Date: September 24-26
Place: Indianapolis
Info: (317) 422-8040

Mystery Event
Date: September 26
Place: Porter County
Info: (317) 422-8040

IOWA
ABATE of Iowa
Info: (515) 858-5001

Labor Day Weekend Party
Date: September 4-7
Info: (208) 343-7452

District 4 Fun Run
Date: September 19
Info: (515) 858-5001

District 7 Toys for Tots
Date: September 19
Place: Algona to Clear Lake
Info: (515) 858-5001

KANSAS
ABATE of Kansas
Info: (913) 597-5140

ABATE Labor Day Rally
Date: September 4-7
Info: (800) 657-5763

KENTUCKY
Kentucky Motorcyclists Assn.
Info: (800) 68-CYCLE

KMA/KBA Falmouth Chapter Poker Run
Date: September 12
Info: John (606) 654-8740

Colonel Charles E. Shelton Memorial Poker Run
Date: September 12
Place: Owensboro
Info: Joe (502) 683-4329

KMA/KBA Falmouth Party
Date: September 18-20
Place: Big R Lake, Flemingsburg
Info: (606) 849-9035

LOUISIANA
ABATE of Louisiana
Info: (800) 393-5966

ABATE Campout
Date: September 11-13
Place: Chico State Park
Info: (800) 393-5966

Fundraiser for Farhad Grotto
Date: September 13
Place: LaPlace
Info: (888) 892-2669

Cookout/Poker Run
Date: September 26
Place: Baton Rouge
Info: (800) 268-5416

MAINE
United Bikers of Maine
Info: (207) 947-1470

UBM Toy Run
Date: September 13
Place: Augusta
Info: (207) 947-1470

MARYLAND
ABATE of Maryland
Info: (410) 263-9185

MASSACHUSETTS
MMA of Massachusetts
Info: (800) 432-1662

Westport H.O.G. Ride for Life
Date: September 6
Info: (800) 432-1662

MMA Fall Roundup
Date: September 11
Place: Winchendon
Info: (800) 432-1662

Antique Motorcycle Meet
Date: September 12-13
Place: Sturbridge
Info: (800) 432-1662

Diabetes Run
Date: September 13
Place: Auburn
Info: (800) 432-1662

Evening Poker Run
Date: September 19
Place: Bridgewater
Info: (800) 432-1662

Worcester H.O.G. Fall Poker Run
Date: September 20
Info: (800) 432-1662

MICHIGAN
ABATE of Michigan
Info: (313) 421-4367

Region 1 Toys for Tots Run
Date: September 5
Info: (906) 884-2347

Region 5 Chix BBQ
Date: September 11-12
Info: (616) 689-0774

John Steward Poker Run
Date: September 12
Info: Jim (517) 879-4815

Hawg Days Bike Show
Date: September 12
Place: Pigeon
Info: (734) 326-5897

Region 18 Family Picnic
Date: September 12
Info: (734) 326-5897

Reg. 9 Swap Meet at Nick's
Date: September 20
Info: Doug (517) 468-3310

MINNESOTA
ABATE of Minnesota
Info: (800) 224-6570

Minnesota Motorcycle Riders Association
Info: (612) 541-1704

Grand Nat'l Dirttrack Series
Date: September 12
Place: Canterbury Park, Shakopee
Info: AMA (614) 891-2427

MISSISSIPPI
ABATE of Mississippi
Info: (601) 825-4646

Natchez Trace Run
Date: September 5-7
Place: leaves from Alabama state line
Info: (601) 825-4646

Annual Statewide Blowout
Date: September 25-27
Place: Atwood Waterpark, Monticello
Info: (601) 825-4646

State H.O.G. Rally
Date: September 25-27
Place: Gulfport
Info: (800) 258-2464

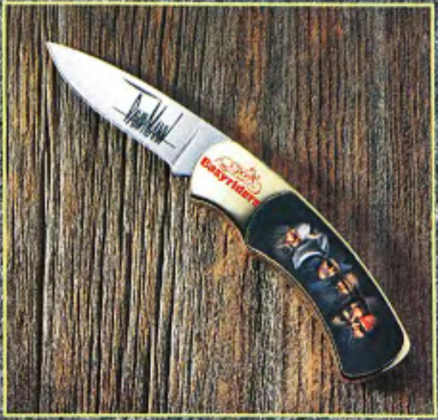
MISSOURI
Freedom of Road Riders
Info: (800) 309-RIDE

FORR State Rally/ Dam Homecoming
Date: September 4-7
Place: Bagnell Dam
Info: (800) 309-RIDE

Boiling Springs Campout
Date: September 5-7
Place: Licking
Info: Bob (816) 829-0894 →

Easyriders®

A Salute to the Bold Spirit of Biking



- Officially authorized by *Easyriders®* magazine
- Expertly crafted and detailed

Shown approximately actual size of 7 1/8" long

THE BROTHERHOOD OF BIKING COLLECTOR KNIFE

BY DAVID MANN

Throughout history, a special breed of men have personified the term "rugged individualist." When the unknown and uncharted beckoned, they answered. Today they are bikers, whose thirst for independence is matched only by their love of riding, their enthusiasm for adventure, and their staunch patriotism.

Now The Hamilton Collection, in association with *Easyriders®* magazine, proudly introduces the "Brotherhood of Biking Collector Knife" by acclaimed artist David Mann. It premiers *The David Mann Knife Collection*, an exclusive series of expertly crafted pocket knives featuring famed images created by this dedicated motorcycle enthusiast.

A vivid portrait of biking's spirited legacy is set into the knife's gleaming brass handle, while David Mann's signature appears on the stainless steel blade, and the famous *Easyriders* logo is emblazoned on the bolster. Each issue is accompanied by a Certificate of Authenticity. Owners may preview new knives in the series without obligation, and our 30-Day *100% Satisfaction Guarantee* assures you order without risk. Reply today!

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Respond by: October 31, 1998

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The Hamilton Collection
9204 Center For The Arts Drive, Niles, IL 60714-1300

Happenings

State H.O.G. Rally
Date: September 11-13
Place: Hannibal
Info: (800) 258-2464

Gateway Bike Show
Date: September 19
Place: Widman H-D
Info: (314) 771-7100

Motorcycle Show & Swap Meet
Date: September 20
Place: Shadow Rock Park, Forsyth
Info: (417) 334-0775

FORR Local 15
Bike Show & Swap
Date: September 20
Info: (800) 309-RIDE

FORR Local 24 & 25
Fall Softball Massacre
Date: September 20
Info: (800) 309-RIDE

Gateway MS Run
Date: September 20
Place: Widman H-D
Info: (314) 771-7100

MONTANA
ABATE of Montana
Info: (406) 434-2473

Labor Day Run to Yellowstone Park
Date: September 5-7
Place: Starts in Billings
Info: www.roaddogs/calendar.html or e-mail: info@roaddogs.org

Swap Meet
Date: September 19
Info: (406) 721-3937

NEBRASKA
ABATE of Nebraska
Info: (402) 489-0651

ABATE #6 Toy Run
Date: September 13
Info: (402) 551-0407

Autumn Night Run
Date: September 13
Info: (402) 489-0651

NEVADA
ABATE of Nevada
Info: (702) 753-8825

Nevada Association of Concerned Motorcyclists
Info: (702) 870-6121

Labor Day Weekend Run to the Desert/ Four-State Jam Concert
Date: September 5-7
Info: (702) 431-6845

Harleys in Paradise
Date: September 5-6
Place: Paradise Valley
Info: (702) 635-2714

Elko Car & Bike Show
Date: September 11-13
Info: (702) 738-5226

Virginia City International Camel Races
Date: September 11-13
Place: Virginia City
Info: (800) 200-4557

Fun Run
Date: September 13
Info: (702) 870-6121

Street Vibrations
Date: September 17-20
Place: Reno
Info: (800) 200-4557

Middlegate Old-Time BBQ
Date: September 18-20
Info: (702) 557-2702

Fall Festival Run
Date: September 19
Info: (702) 454-1544

Reno Poker Run
Date: September 28
Info: (916) 442-4727

NEW HAMPSHIRE
N.H. Motorcyclists Rights Association
Info: (603) 627-3528

New Hampshire Toy Run
Date: September 20
Info: (603) 627-3528

NEW JERSEY
ABATE of New Jersey
Info: (908) 549-1990

State H.O.G. Rally
Date: September 10-12
Place: Wildwood
Info: (800) 258-2464

NEW MEXICO
ABATE of New Mexico
Info: (505) 585-9789

First Mountain Chapter Fenton Fall Fiasco
Date: September 5-7
Info: (505) 294-4043

Tres Rios Chapter Color Run
Date: September 26-27
Info: (505) 326-7002

NEW YORK
ABATE of New York
Info: (607) 387-3433

Fall Poker Run
Date: September 9
Info: Scott (607) 564-9973

Oswego Chapter Toy Run
Date: September 12
Info: Charlie (315) 342-4126

Boss Hog Drags
Date: September 13
Info: Scott (607) 564-9973

Poker Run
Date: September 13
Place: Riverhead
Info: Rich (516) 348-2348

Monroe Chapter Bike Show
Date: September 13
Place: Hamlin VFW
Info: (716) 234-0895

Tompkins Chapter Confusion Run
Date: September 19
Info: (607) 564-7578

Western NY Toy Run
Date: September 20
Place: West Seneca
Info: Pete (716) 655-6473

Poker Run
Date: September 20
Place: Westbrookville
Info: Robert (914) 888-5357

Madison Chapter Fall Run
Date: September 26
Info: Scott (315) 361-1377

Syracuse Chapter Poker Run
Date: September 26
Info: Chuck (315) 492-1036

Fall Foliage Run
Date: September 27
Place: Hotel Moore, Barnfield
Info: Jim (315) 831-5726

Toy Run
Date: September 27
Place: Medina
Info: Ken (716) 798-4059

MDA Mystery Run
Date: September 28
Place: NYC
Info: (718) 278-1515

NORTH CAROLINA
Concerned Bikers Assn.
Info: (800) 479-3087, #2681

CBA Labor Day Weekend Party
Date: September 4-7
Place: Jomeokee Campground, Pinnacle
Info: (800) 479-3087, #2681

State H.O.G. Rally
Date: September 11-12
Place: Wilmington
Info: Carolina Coastal H-D (910) 791-9997

NORTH DAKOTA
ABATE of North Dakota
Info: (701) 223-5609

Motor Mania
Date: September 4-6
Place: Fairgrounds, Minot
Info: (800) 238-8988

Chilly Run
Date: September 19
Info: (701) 223-5609

Fall Run & Party
Date: September 19
Info: (701) 223-5609

OHIO
ABATE of Ohio
Info: (800) 252-4537

Easyriders Grand Nationals Rodeo
Date: September 4-7
Place: Ross County Fairgrounds, Chillicothe
Info: (818) 706-0471

Region 7 Bro Bash
Date: September 12
Info: (800) 252-4537

Region 13 Toy Run
Date: September 19
Info: (800) 252-4537

Region 8 Charity Run
Date: September 19
Info: (800) 252-4537

Region 5 Poker Run
Date: September 19
Info: (800) 252-4537

AHDRA All-Harley drags
Date: September 27
Place: Norwalk
Info: (910) 229-4877

OKLAHOMA
ABATE of Oklahoma
Info: (405) 439-8001

Fall Poker Run
Date: September 12
Place: Woodward
Info: (580) 256-9854

JDF Run
Date: September 13
Info: (405) 672-1008

State H.O.G. Rally
Date: October 1-3
Place: Eufala
Info: (405) 733-1900

OREGON
ABATE of Oregon
Info: (503) 285-4329

Chiloquin Motorcycle Rally
Date: September 4-7
Info: (503) 285-4329

Kids Center Bike Show & Raffle
Date: September 12
Place: Rockin' Billy's Bend
Info: Lynn (541) 383-1450

Show-N-Shine
Date: September 12
Place: South Coast Chapter
Info: Bud (541) 267-2523

AHDRA All-Harley Drags
Date: September 12-13
Place: Portland
Info: (910) 229-4877

End of Summer Run
Date: September 18-20
Place: Washington County
Info: Ted (503) 640-5756

PENNSYLVANIA
ABATE of Pennsylvania
(717) 234-3777

AMA Nat'l Hillclimb Series
Date: September 13
Place: Steel City
Info: AMA (614) 891-2427

Harley-Davidson York Plant Open House
Date: September 24-26
Info: (800) 258-2464

AMA Nat'l Hillclimb Series
Date: September 27
Place: Jefferson
Info: AMA (614) 891-2427

RHODE ISLAND
R.I. Motorcyclists Assn.
Info: (401) 722-1122

Bikers Rights Rally
Date: September 13
Place: Misquamicut
Info: (401) 722-1122

Slick Rick Run
Date: September 20
Place: Lincoln
Info: (401) 726-3102

SOUTH CAROLINA
ABATE of South Carolina
Info: (888) SC ABATE

SOUTH DAKOTA
ABATE of South Dakota
Info: (605) 347-4009

TENNESSEE
CMT/ABATE of Tenn.
Info: (615) 883-5024

State H.O.G. Rally
Date: September 25-26
Place: Jackson
Info: (800) 258-2464

TEXAS
ABATE Confederation
Info: (409) 849-0258

TMRA II: (800) 222-0913

Top of Texas Trike-In
Date: September 5-7
Place: KOA Amarillo
Info: Doc (806) 373-4170

Scavenger Hunt/Poker Run
Date: September 11-13
Info: (254) 562-287

Rat Fest VI
Date: September 25-27
Place: Bellville
Info: (218) 259-7514

UTAH
ABATE of Utah
Info: (801) 627-1117

State H.O.G. Rally
Date: September 5-7
Place: Park City
Info: (800) 258-2464

Salt Lake ABATE Party
Date: September 12-13
Info: (801) 776-3138

MS Run
Date: September 20
Place: Salt Lake City
Info: (801) 776-3138

VERMONT
Freedom of the Road Riders
Info: (802) 223-1556

VIRGINIA
ABATE of Virginia
Info: (804) 846-8810

AHDRA All-Harley Drags
Date: September 19-20
Place: Richmond
Info: (910) 229-4877

WASHINGTON
ABATE of Washington
Info: (206) 643-9675

Sky Valley Chapter Fall Campout/Food Bank Benefit
Date: September 11-12
Info: Buck (360) 568-2868

Ride for Kids: benefits Pediatric Brain Tumor Fnd.
Date: September 13
Place: Enumclaw & Columbia
Info: (800) 253-6530

Fall Swap Meet
Date: September 13
Info: Vickie (253) 473-2276

Fall Bash
Date: September 18
Info: Vickie (253) 473-2276

Oyster Run
Date: September 27
Info: (888) 223-2445

WASHINGTON, D.C.
ABATE of D.C.
Info: (202) 546-0953

Motorcycle Riders Foundation
Info: (202) 456-0983

WEST VIRGINIA
ABATE of West Virginia
Info: (304) 547-5495

Capitol City H.O.G. MDA Hog Roast
Date: September 5
Info: (304) 547-5495

Poker Run
Date: September 12
Info: (304) 737-1397

Bengy's H-D Open House
Date: September 12
Place: Huntington
Info: (304) 523-1340

North Panhandle Poker Run
Date: September 12
Info: (304) 547-5495

Gallipolis H.O.G. Bike Show
Date: September 13
Info: (800) 258-2464

Hog Roast
Date: September 19-20
Info: (304) 547-5495

Tyler-Wetzel Toy Run
Date: September 26
Info: (304) 547-5495

WISCONSIN
ABATE of Wisconsin
Info: (800) 386-4442

Harley-Davidson Tomahawk Plant Open House
Date: September 18-29
Info: (800) 258-2464

WYOMING
ABATE of Wyoming
Info: (307) 266-6522

Labor Day Poker/Shoshoni Run & Party
Date: September 5
Info: (307) 266-6522

EUROPE
Federation of European Motorcyclists (FEM)
Info: 011 32 2 736 9047

The Milan Show
Date: September 15-19
Place: Milan, Italy
Info: (39) (0)2 6698 1818

Intermot '98
Date: September 16-20
Place: Munich Expo Center, Munich, Germany
Info: (49) (0)89 510 7219

To have events listed, get the info to us at least three months in advance. We're as accurate as possible, but event dates often change after publication—so check with the sponsors before you ride across the state or country. What's Happenin', P.O. Box 3000, Agoura Hills, CA 91376-3000; fax: (818) 889-5214.

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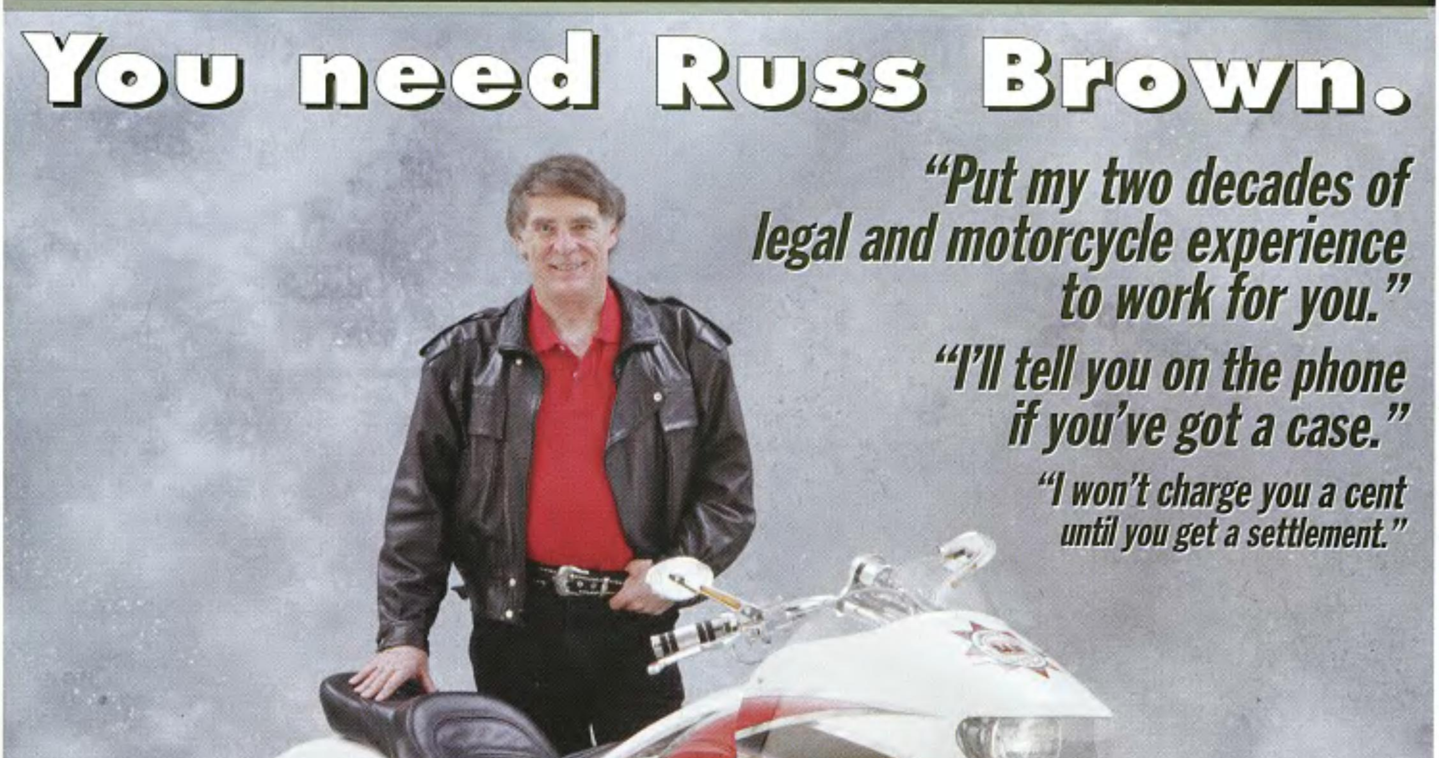

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If it's of interest to bikers, we'll print it.

headline story of the month

Options, opinions, and hypocrisy

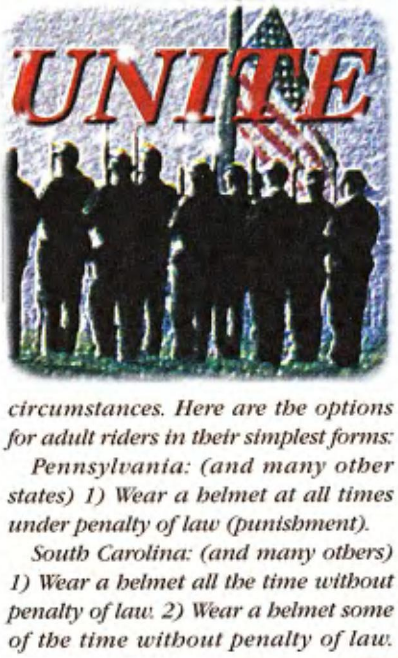
Jesse McDugald of South Carolina is a longtime supporter of ABATE and has been in his fair share of bloody helmet battles. In the following letter, Jesse makes a damned good point: We should all band together in our continued fight for freedom.

There's been much written and said about the latest maneuver opponents of helmet laws have used to persuade us not to pursue our "liberty" on helmet use. The infamous insurance provision attached to Texas' helmet law amendment began a firestorm of protest and complaining by bikers throughout the country. Although the bikers of Texas didn't want or like the additional offensive provisions (insurance or a safety course), they accepted them as the price they had to pay to ride without helmets and with the hope that they could fight to remove these provisions in the future. More recently, Kentucky bikers faced with a similar situation, also accepted the much hated insurance provision.

The cries of protest have now reached a crescendo. Some well-meaning members of the motorcycling community began to berate, condemn, and criticize so vehemently against the bikers of these two states, you'd think that Texas and Kentucky riders had joined our enemies in an effort to destroy motorcycling. Relax, guys. Our opponents are **not** *our fellow bikers.*

Many of us prefer to have some liberty, with some added hardships, than no liberty at all. After decades of emphatically declaring, "Let Those Who Ride Decide," we find that many have bastardized the slogan to, "Let those who ride decide ... as long as you decide the way I think you should decide." We now have bikers taking the position of our enemies, attempting to tell us what we should decide is in our best interest.

Let's take a good look at the options the bikers in Texas and Kentucky faced and then think about what we would have done under the same



circumstances. Here are the options for adult riders in their simplest forms:

Pennsylvania: (and many other states) 1) Wear a helmet at all times under penalty of law (punishment).

South Carolina: (and many others) 1) Wear a helmet all the time without penalty of law. 2) Wear a helmet some of the time without penalty of law. 3) Wear a helmet none of the time with penalty of law.

Texas: 1) Wear a helmet all the time without penalty of law with: a) no additional requirements. 2) Wear a helmet some of the time without penalty of law with: a) insurance requirements or safety course completion. 3) Wear a helmet none of the time without penalty law with: a) insurance requirements or safety course completion.

Kentucky: 1) Wear a helmet all the time without penalty of law with: a) no additional requirements. 2) Wear a helmet some of the time without penalty of law with: a) insurance requirements. 3) Wear a helmet none of the time without penalty of law with: a) insurance requirements.

Which would you choose? I salute the bikers of Texas and Kentucky for deciding for themselves that having some liberty is better than having none. As we say on our T's here in South Carolina: "When I Ride, I Decide." And so it is in Texas and Kentucky. Way to go!

—Jesse McDugald, ABATE of S.C.

in memoriam

The king of the cowboys rides on *Roy Rogers Remembered*

This is old news as you read it, but as it is written, on July 6, the word has just come that Roy Rogers, the legendary king of cowboys, has passed away at the age of 86 in his home in Apple Valley, California. He is survived by his wife, Dale, and a passel of children and grandchildren, as well as the 52 million kids who watched his TV show every week growing up. What does this have to do with ridin' motorcycles? Well, bikers heed the Code of the West, and Roy exemplified those very positive virtues and values. Roy taught us all to keep our powder dry, to stick to our guns, to fight fair, and to sit tall in the saddle, even when the trail grows rocky. By his actions he told us to never lie, be fair to your fellow man, to love your family, protect the weak, care for animals, be true to your word, to carry yourself with dignity, and that a smile will chase most of life's dark clouds away. It's the cowboy way, and it was Roy's way. To paraphrase Robert Fulghum: Everything important, I learned from Roy. Ride easy, Roy. We'll see you down the trail. *—Phantom*

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Easyriders of Reno, 335 Kietzke Ln., Reno

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World Wide Cycles, 100 St. Paul St., Rochester
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Gene Lummus H-D, 1800 U.S. 70 E., Swannanoa
Easyriders of Greensboro, 106 College Rd., Greensboro
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Blocker Enterprises, Rt. 248, Parryville

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Easyriders Myrtle Beach, 4019 Hwy. 501, Myrtle Beach

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Easyriders of Dallas, 9304 Harry Hines Blvd., Dallas
Easyriders of Houston, 12899 Westheimer, Houston

Tennessee
Easyriders of Memphis, 6045 Shelby Oaks Dr., Memphis
Steel H-D, 2136 Chapman Rd., Chattanooga

Virginia
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Departure Bike Works, 5216 Hull St., Richmond

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R&R Motor Inc., 2726 Bldg E Black Lake Blvd., Tumwater

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St. Croix H-D, 2060 Hwy. 65, New Richmond
H-D of Appleton, Inc., 2144 W. Wisconsin, Appleton
H-D of Green Bay, 727 N. Memorial, Green Bay

You got it—just make a purchase of $50 or more and ask for your free copy of Easyriders from any of the bike shops listed here. And remember to take this page with you when you're on the road—it's a handy guide to some of the best Harley parts and service outlets around.

gotta have it

95th Anniversary Video *Don't Miss This One*

Photo: Mike Lichter

Ride with the raucous *Easyriders* crew to the biggest party Milwaukee ever threw. More than 160,000 riders came home for Harley-Davidson's 95th Anniversary Reunion, and we've captured every heart-stoppin' moment in this hour-long video, *95 Years of Harley Thunder*.

What begins with separate rides staged all over the U.S., ends in the ultimate tribute to the bikes we love. Check out the action at Rider's Ranch, see the knock 'em, sock 'em *Easyriders* Demolition Derby, then join over 50,000 bikes for the parade of a lifetime. If you were there, you're probably on this tape! Available from your friends at *Easyriders* for just $19.95 (See ad this issue, page 65).

undercover

G.I. Jamie

Takes On The Army

Photo: Bill Ellis

One lone soldier against unstoppable odds, taking on the might of an entire Army. The latest *Rambo* movie? Nope, just li'l ol' G.I. Jamie. This sexy G.I. is packin' more than a loaded .45. Her sultry curves are lethal and recently got her in a ton of trouble with her superiors. Find out more in our next thrill-packed issue, on sale August 29. Jamie goes undercovers with us to reveal her most intimate secret and show off some drool-inducin' government top secret skin. It's all in the *Easyriders* November issue. Don't you dare miss it.

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short strokes

Catching Up

Heading out across the El Niño-strapped country for Harley's 95th, I set my sights on the remaining runs of the summer: Hollister, Sturgis, and Las Vegas to see H-D's new model lineup. Every weekend would ring in another 80-spoked-wheel of events and nonstop parties. In between, I'm clamoring to finish my next book, *Sam Chopper Orwell*. Give me the deadlines. I thrive on the exhilaration. There's also a used Softail waiting for a new face in the garage. The deadline—paint a new H-D street stalker kit, hop-up the stock motor, black powdercoat the wheels and assorted unboltables, and straddle the two-wheeled menace to Sturgis. As you'll witness through road-worn eyes in this issue, we're about to put a wrap on Bandit II. With the blessing of the two-wheeled gods, it will shine on display at Ron Simms' booth in Sturgis. Watch for it. I hope it turns out as classic and wild as Pamela Anderson's angelic silhouette in the buff. What form, shape, and curves... Hold on, I'm swerving off track. Here's the news: **Speaking of Pamela Anderson,** Chuck Zito, the man who knocked out Jean Claude Van Dame in a New York nightclub, stopped by to show us shots of his new bike. He's hoping to coerce Pamela into posing for the cover... **I was talking to master builder** and drag racer Lee Clemens of Departure Bike Works the other day about the theory of CV carbs (see tech tip, page 138) and told him that years ago we bought S.U. carbs out of junkyards and rebuilt them. He asked me if I knew what S.U. stood for. "Nah," I said. It stands for Skinner's Union. Seems that when the carbs were originally manufactured in England, the diaphragms in them were made out of leather. The company constructed the carbs then shipped them to a leather factory to have the diaphragms mounted by members of the Skinner's Union. Learn something new every day... **Harley rider Bob Whitaker** has enjoyed the privilege of riding stylishly in the colorful Jordon parade for the last 10 years. Until now he has never been ticketed for not wearing head gear. But this year was a different story. During the recent parade, Whitaker wore a tuxedo and an antique felt top hat. The cop who ticketed him took his top hat as evidence and Whitaker

was forced to obtain a court order from the D.A. to retrieve it. He was successful and rode in the parade at the 95th..."On July 25, 1997, a man stole $4,000 from my shop, Road Dog Cycle," wrote Brent. "He was caught and started to fight. During the struggle he was accidentally shot and killed. The police investigated for several weeks and said the shooting was justifiable and no charges would be filed. The D.A. sat on the file for six weeks and then filed murder charges against me. I'm currently out on bail. This is all because I defended my son's life, myself, and my property. Please buy a Road Dog defense fund T-shirt." Contact Brent or Bob at Road Dog Cycle, 4600 Main St., Denair, CA 95316, (209) 669-7404. It's $20, and all proceeds go to the Road Dog defense fund... **Frank Capaci of Wisconsin** mowed his lawn Friday after winning $195 million in the lottery. His only one true desire is to own a 95th Anniversary model Harley. This man knows where to put his money... **In 1995, Dan Oxley had the misfortune** of having his bone-stock Knuckle stolen from a Schereville, Illinois, storage building. He never thought he would see it again, then ..."I was heading north on I-294," Dan said, "and was cussing out this guy for driving slow in the middle lane. As I passed him, I looked down into his trailer and saw it. I remember thinking, 'That's my brother's bike!' I was practically standing up in the truck cab, trying to write down the license number." The bike was previously owned by Dan's brother, Robert, who was killed in Morocco in 1995, the same year the bike was stolen. Dan followed the trailer to the next toll plaza, where he phoned the Illinois State Police. The cops couldn't locate the vehicle, but traced the plate to a bike shop in Custer County, South Dakota. County and state agencies helped to find the bike. Schereville Det. Sgt. Michael Ison said, "The chances of him seeing his brother's bike on the road two years after it was stolen are one in a million." "I think my brother must have been helping me find it," Dan said. "I normally start work at 1:30 p.m., but was late that day. And I spotted the bike at 4:15, and sundown was at 4:30." Amazing...**And now a word from our sponsor**: Jeff and Susan, Jim and Linda, and Brent and Tiffany, are the new owners of *Easyriders* of Salt Lake, our latest franchise: *Easyriders* of Salt Lake, 1716 South State St....**A brother in Germany** sent this report to Bandit's Bikernet (www.bikernet.com): "I was channel surfing the other night and caught the tail end of a report on air bags for bikers. No shit! Now they're studying just how effective it is. You wear it like a backpack. Watch out... **With that, I'll sign off for another month**, but not before I have a shot of Jack and congratulate Harley for surviving 95 years. Beyond the pistons and gas tanks, Harleys and riding choppers represent something inherently American. It's about living life on the edge, never accepting the norm, changing everything, and sex. So flame your fridge, and find a new girlfriend who can dig it. Ride forever.

—Bandit

Thanks to Steve Zellner

raisin pie

Harley Salutes Farrow's H-D

This month, an entire raisin pie is going out to one of the country's oldest Harley dealerships, Farrow's H-D of Columbus, Ohio. This is important since for some unknown reason (perhaps having to do with Alien abduction), more bikers live within 500 miles of Columbus than anywhere else in the country. Farrow's was recently named Promoter of the Year by the Harley-Davidson Motor Company.

Owners Al and Pat Doerman credit their success to the philosophy that there is more to Harley-Davidson than just motorcycles. "Certainly everything we do centers around the motorcycle and the riding experience; however, we view the sale of the motorcycle as the beginning of a relationship. When you own a Harley, you're going to want to customize it and maintain your bike with quality service and parts."

A.D. Farrow sold his first Harley in 1912 at the store's original location in Nelsonville, Ohio. In 1924, the dealership was moved to Columbus, and in 1983, Al and Pat Doerman purchased it from the Farrow family. Several additions and expansions later, including an ice cream parlor and museum, the shop has a very different look than the early years, but its motorcycling tradition is alive and growing. As we all know, the reason you frequent one shop over another has to do with people, not hype. Farrow's is the real thing. *—Twiggy*

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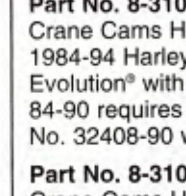

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READERS SURVEY

$200,000.00 Sweepstakes

Please take a few minutes and fill out the questionnaire as accurately as you can, fold it up, put it in an envelope, stick a stamp on it, and shove it in the mailbox. We appreciate your time, so we can build your magazine to suit your needs. Just for the effort, we're entering you into a $200,000 Sweepstakes with over 1300 prizes including a new Pure Steel Custom or a new Harley-Davidson®.

1 Enter your zip code here: ____________________

2 Do you or someone in your household own a motorcycle?
2-1 ☐ I own a motorcycle
2-2 ☐ Another member of my household owns a motorcycle
2-3 ☐ I, or a member of my household used to own a motorcycle
2-4 ☐ I have never owned a motorcycle
2-5 ☐ I would like to own a motorcycle

3 How many motorcycles do you have in your household?
3-1 ☐ 0 3-2 ☐ 1 3-3 ☐ 2 3-4 ☐ 3 3-5 ☐ 4 or more

4 How long have you owned your current bike? _____Years_____Months

5 Did you buy it new? 5-1 ☐ Yes 5-2 ☐ No

6 If you own a motorcycle, what make is it?
6-1 ☐ H-D 6-2 ☐ Triumph 6-3 ☐ Titan 6-4 ☐ Big Dog 6-5 ☐ CMC
6-6 ☐ Victory 6-7 ☐ BMW 6-8 ☐ American Eagle 6-9 ☐ Indian
6-10 ☐ Other __________

7 Which of the following describes the bike you ride?
7-1 ☐ Customized 7-2 ☐ Chopper 7-3 ☐ Heritage-style
7-4 ☐ Built from scratch 7-5 ☐ Stock 7-6 ☐ High Performance
7-7 ☐ Cruiser 7-8 ☐ Restored

8 The last time your purchased a bike, how did you pay for it?
8-1 ☐ Cash 8-2 ☐ Finance Company 8-3 ☐ Bank Loan
8-4 ☐ Credit Card 8-5 ☐ Credit Union

9 Did you buy a Maintenance/Service Contract? 9-1 ☐ Yes 9-2 ☐ No

10 Did you buy Credit Life Ins.? 10-1 ☐ Yes 10-2 ☐ No

11. Are you or a member of your household planning to purchase a motorcycle?
11-1 ☐ Yes 11-2 ☐ No 11-3 ☐ If yes, when?

	New	Used
Within the next 3 months	11-4 ☐	11-5 ☐
Within 3 - 6 months	11-6 ☐	11-7 ☐
Within 7 - 12 months	11-8 ☐	11-9 ☐
Within 13-24 months	11-10 ☐	11-11 ☐
Not sure	11-12 ☐	11-13 ☐

12 How long have you been riding motorcycles?
12-1 ☐ Less than 5 years 12-2 ☐ 5 to 10 years 12-3 ☐ More than 10 years

13 In an average year, how much do you spend on motorcycle parts and accessories?
13-1 ☐ $0 - $500 13-2 ☐ $500 - $1000 13-3 ☐ $1000 - $2000
13-4 ☐ $2000 - $3000 13-5 ☐ $3000 plus

14 In an average year, how much do you spend on motorcycle-related clothing?
14-1 ☐ $0 - $500 14-2 ☐ $500 - $1000 14-3 ☐ $1000 - $2000
14-4 ☐ $2000 - $3000 14-5 ☐ $3000 plus

15 How many motorcycle events do you attend a year?
15-1 ☐ 1-2 15-2 ☐ 3-4 15-3 ☐ 5-6
15-4 ☐ 6-12 15-5 ☐ 12 or more

16 Have you attended *Easyriders* Motorcycle Rodeos? 16-1 ☐ Yes 16-2 ☐ No

17 Have you attended *Easyriders* Bike/Tattoo Shows? 17-1 ☐ Yes 17-2 ☐ No

18 What other events do you attend?
18-1 ☐ NASCAR 18-2 ☐ Football 18-3 ☐ Baseball
18-4 ☐ Basketball 18-5 ☐ Motorcycle Racing 18-6 ☐ Rodeo
18-7 ☐ Boxing 18-8 ☐ Monster Truck 18-9 ☐ Hockey
18-10 ☐ Pro Wrestling

19 Do you plan to attend this coming year?
19-1 ☐ Rodeo 19-2 ☐ Bike Show 19-3 ☐ Both 19-4 ☐ Neither

20 How did you learn about these events?
20-1 ☐ Magazine 20-2 ☐ Radio 20-3 ☐ Flyer
20-4 ☐ Friend 20-5 ☐ Discount Coupon 20-6 ☐ Other

21 Have you ever been to an *Easyriders* Retail Store? 21-1 ☐ Yes 21-2 ☐ No

22 Are you familiar with *Easyriders Roadware*? 22-1 ☐ Yes 22-2 ☐ No

23 Have you ever ordered from our *Easyriders Roadware* catalog?
23-1 ☐ Yes 23-2 ☐ No

24 If no, why not?____________________

25 If so, how were you treated? 25-1 ☐ Great 25-2 ☐ Good
25-3 ☐ So-So 25-4 ☐ Terrible

26 How was the quality of the product? 26-1 ☐ Great 26-2 ☐ Good
26-3 ☐ So-So 26-4 ☐ Terrible

27 How was the response time? 27-1 ☐ Great 27-2 ☐ Good
27-3 ☐ So-So 27-4 ☐ Terrible

28 How was customer service? 28-1 ☐ Great 28-2 ☐ Good
28-3 ☐ So-So 28-4 ☐ Terrible

29 Do you have a tattoo? 29-1 ☐ Yes 29-2 ☐ No

30 Does your mate ride with you? 30-1 ☐ Yes 30-2 ☐ No

31 How many miles annually do you put on your bike?
31-1 ☐ Up to 1,000 31-2 ☐ 1,000 - 5,000 31-3 ☐ 5,000 - 10,000
31-4 ☐ Over 10,000

32 Have you seen an *Easyriders* video? 32-1 ☐ Yes 32-2 ☐ No

33 Did you like the *Easyriders* video? 33-1 ☐ Yes 33-2 ☐ No

34 How can it be improved?____________________

35 Do you subscribe to *Easyriders* Video? 35-1 ☐ Yes 35-2 ☐ No

36 Are you a Bros Club member? 36-1 ☐ Yes 36-2 ☐ No

37 Are you a member of AAA? 37-1 ☐ Yes 37-2 ☐ No

38 What types of vehicles are you or your household members planning to purchase within the next 12 months?
38-1 ☐ Passenger Car 38-2 ☐ Sport Utility Vehicle
38-3 ☐ Full-size Pickup 38-4 ☐ Mid-size Pickup
38-5 ☐ Compact Pickup 38-6 ☐ Standard Van 38-7 ☐ Mini-Van

39 Do you or members of your household use tobacco products?
39-1 ☐ Yes 39-2 ☐ No

40 If yes, which products do you use?
40-1 ☐ Cigarettes 40-2 ☐ Smokeless tobacco 40-3 ☐ Cigars
40-4 ☐ Pipe

41 Do you or other members of your household use/purchase alcoholic beverages? 41-1 ☐ Yes 41-2 ☐ No

42 If yes, which products do you use?
42-1 ☐ Wine 42-2 ☐ Wine Cooler 42-3 ☐ Beer
42-4 ☐ Bourbon 42-5 ☐ Tequila 42-6 ☐ Gin
42-7 ☐ Vodka 42-8 ☐ Scotch 42-9 ☐ Rum
42-10 ☐ Lite Beer 42-11 ☐ Non-alcoholic Beer
42-12 ☐ Other (please specify)____________________

43 What types of products have you purchased, and by what means, over the last 12 months?

	Mail Order	Retail
Clothing	43-1 ☐	43-2 ☐
Exercise Equipment	43-3 ☐	43-4 ☐
Motorcycle parts/Accessories	43-5 ☐	43-6 ☐
Vitamins	43-7 ☐	43-8 ☐
Records/Tapes/CDs	43-9 ☐	43-10 ☐
Videos	43-11 ☐	43-12 ☐
Books	43-13 ☐	43-14 ☐
Stereo Equipment/Electronics	43-15 ☐	43-16 ☐
Appliances/Cooking supplies	43-17 ☐	43-18 ☐
Camping Equipment	43-19 ☐	43-20 ☐
Fishing Equipment	43-21 ☐	43-22 ☐
Auto Parts	43-23 ☐	43-24 ☐
Cameras/Video Equipment	43-25 ☐	43-26 ☐
Watches	43-27 ☐	43-28 ☐
Boats	43-29 ☐	43-30 ☐
Cell Phone/Pagers	43-31 ☐	43-32 ☐
Jewelry	43-33 ☐	43-34 ☐
Computer	43-35 ☐	43-36 ☐

44 What is your musical preference?
44-1 ☐ Classic Rock 'n' roll 44-2 ☐ Jazz 44-3 ☐ Blues
44-4 ☐ Classical 44-5 ☐ Country-Western 44-6 ☐ Oldies
44-7 ☐ Alternative 44-8 ☐ Rap

45 Are you: 45-1 ☐ Male 45-2 ☐ Female 45-3 ☐ Your age:_______

46 Are you: 46-1 ☐ Married 46-2 ☐ Single

47 What is your average household income per year?
47-1 ☐ $20,000 - $29,999 47-5 ☐ $75,000 - $99,999
47-2 ☐ $30,000 - $39,999 47-6 ☐ $100,000 - $149,999
47-3 ☐ $40,000 - $49,999 47-7 ☐ $150,000-plus
47-4 ☐ $50,000 - $74,999

48 What is your occupation?
48-1 ☐ Skilled trade 48-2 ☐ Professional/Managerial
48-3 ☐ Self employed 48-4 ☐ Government/Military
48-5 ☐ Office 48-6 ☐ Student

49 What is your educational background?
49-1 ☐ Completed High School 49-2 ☐ 4-year College Degree
49-3 ☐ Junior College 49-4 ☐ Graduate Degree

50 Check the four *Easyriders* features you like best. How do you rate the following:

Page#	Great	Good	So-So	Terrible
Cover Treatment	50-1 ☐ 1	50-2 ☐ 2	50-3 ☐ 3	50-4 ☐ 4
3 Takin' It Easy	50-5 ☐ 1	50-6 ☐ 2	50-7 ☐ 3	50-8 ☐ 4
4 Table of Contents	50-9 ☐ 1	50-10 ☐ 2	50-11 ☐ 3	50-12 ☐ 4
6 Word Monger	50-13 ☐ 1	50-14 ☐ 2	50-15 ☐ 3	50-16 ☐ 4
8 Maldonado's Millennium	50-17 ☐ 1	50-18 ☐ 2	50-19 ☐ 3	50-20 ☐ 4
14 Parts Box	50-21 ☐ 1	50-22 ☐ 2	50-23 ☐ 3	50-24 ☐ 4
17 Ed Thomas' Bike	50-25 ☐ 1	50-26 ☐ 2	50-27 ☐ 3	50-28 ☐ 4
24 Happenings	50-29 ☐ 1	50-30 ☐ 2	50-31 ☐ 3	50-32 ☐ 4
27 Easy News	50-33 ☐ 1	50-34 ☐ 2	50-35 ☐ 3	50-36 ☐ 4
31 Short Strokes	50-37 ☐ 1	50-38 ☐ 2	50-39 ☐ 3	50-40 ☐ 4
35 Riding Celebrity Melissa	50-41 ☐ 1	50-42 ☐ 2	50-43 ☐ 3	50-44 ☐ 4
41 Harley's 95th Celebrity	50-45 ☐ 1	50-46 ☐ 2	50-47 ☐ 3	50-48 ☐ 4
48 Tech Letters	50-49 ☐ 1	50-50 ☐ 2	50-51 ☐ 3	50-52 ☐ 4
50 Tattoo special	50-53 ☐ 1	50-54 ☐ 2	50-55 ☐ 3	50-56 ☐ 4
62 David Mann Art	50-57 ☐ 1	50-58 ☐ 2	50-59 ☐ 3	50-60 ☐ 4
64 Passin Gas	50-61 ☐ 1	50-62 ☐ 2	50-63 ☐ 3	50-64 ☐ 4
68 Biketoberfest Guide	50-65 ☐ 1	50-66 ☐ 2	50-67 ☐ 3	50-68 ☐ 4
70 Skulptigraph Tank Art	50-69 ☐ 1	50-70 ☐ 2	50-71 ☐ 3	50-72 ☐ 4
73 In The Wind	50-73 ☐ 1	50-74 ☐ 2	50-75 ☐ 3	50-76 ☐ 4
78 Mike Hine's Bike	50-77 ☐ 1	50-78 ☐ 2	50-79 ☐ 3	50-80 ☐ 4
84 Fox Hunt	50-81 ☐ 1	50-82 ☐ 2	50-83 ☐ 3	50-84 ☐ 4
89 Myrtle Beach	50-85 ☐ 1	50-86 ☐ 2	50-87 ☐ 3	50-88 ☐ 4
99 Fox Hunt Winner/Bike	50-89 ☐ 1	50-90 ☐ 2	50-91 ☐ 3	50-92 ☐ 4
120 Biker Bulletin Board	50-93 ☐ 1	50-94 ☐ 2	50-95 ☐ 3	50-96 ☐ 4
122 General Store	50-97 ☐ 1	50-98 ☐ 2	50-99 ☐ 3	50-100 ☐ 4
129 Rip's Tech	50-101 ☐ 1	50-102 ☐ 2	50-103 ☐ 3	50-104 ☐ 4
131 New Engine Tech	50-105 ☐ 1	50-106 ☐ 2	50-107 ☐ 3	50-108 ☐ 4
134 Bandit II Tech	50-109 ☐ 1	50-110 ☐ 2	50-111 ☐ 3	50-112 ☐ 4
138 CV Carb Tech	50-113 ☐ 1	50-114 ☐ 2	50-115 ☐ 3	50-116 ☐ 4
141 Readers Rides	50-117 ☐ 1	50-118 ☐ 2	50-119 ☐ 3	50-120 ☐ 4
147 Pure Steel Test Bike	50-121 ☐ 1	50-122 ☐ 2	50-123 ☐ 3	50-124 ☐ 4
152 Comin' At Ya	50-125 ☐ 1	50-126 ☐ 2	50-127 ☐ 3	50-128 ☐ 4
New Size	50-129 ☐ 1	50-130 ☐ 2	50-131 ☐ 3	50-132 ☐ 4
New Binding	50-133 ☐ 1	50-134 ☐ 2	50-135 ☐ 3	50-136 ☐ 4
New Color Cartoons	50-137 ☐ 1	50-138 ☐ 2	50-139 ☐ 3	50-140 ☐ 4

51 Approximately how long have you been reading *Easyriders*?
51-1 ☐ Less than 1 year 51-2 ☐ 1 - 2 years 51-3 ☐ 3 - 5 years
51-4 ☐ 6 - 10 years 51-5 ☐ 11 - 15 years 51-6 ☐ 16+ years

52 How important are tech tips? 52-1 ☐ Not important 52-2 ☐ Very important
52-3 ☐ Extremely important

53 Do you use a computer to access motorcycle information?
53-1 ☐ Yes 53-2 ☐ No 53-3 ☐ Chat only

54 Do you perform any of the mechanical work on your bike?
54-1 ☐ Yes 54-2 ☐ No

55 Why do you ride?
55-1 ☐ Passion 55-2 ☐ Transportation 55-3 ☐ Adventure
55-4 ☐ Individualism 55-5 ☐ To be left alone 55-6 ☐ For Show

56 Do you consider yourself:
56-1 ☐ Rebel 56-2 ☐ Renegade 56-3 ☐ Creative
56-4 ☐ Conformist 56-5 ☐ Rugged Individualist 56-6 ☐ Conservative

57 What other motorcycle magazines do you read on a regular basis?
57-1 ☐ American Iron 57-2 ☐ H.O.G. Tales 57-3 ☐ Rider
57-4 ☐ American Rider 57-5 ☐ Hot Bike 57-6 ☐ Quick Throttle
57-7 ☐ Big Twin 57-8 ☐ Hot Rod Bike 57-9 ☐ Thunder Press
57-10 ☐ Biker 57-11 ☐ Iron Horse 57-12 ☐ V-Twin
57-13 ☐ Cycle World 57-14 ☐ Iron Works 57-15 ☐ VQ
57-16 ☐ Easyriders 57-17 ☐ Motorcyclist 57-18 ☐ Motorcycle Enthusiast
57-19 ☐ Outlaw Biker
57-20 ☐ Other ______________________

58 Which of these motorcycle magazines do you subscribe to?
58-1 ☐ American Rider 58-2 ☐ Hot Rod Bike 58-3 ☐ Quick Throttle
58-4 ☐ Big Twin 58-5 ☐ Iron Horse 58-6 ☐ Thunder Press
58-7 ☐ Biker 58-8 ☐ Iron Works 58-9 ☐ V-Twin
58-10 ☐ Cycle World 58-11 ☐ Motorcyclist 58-12 ☐ VQ
58-13 ☐ Easyriders 58-14 ☐ Outlaw Biker
58-15 ☐ Other ______________________

59 If you buy your magazine, is it at:
59-1 ☐ Newsstands 59-2 ☐ M/C store 59-3 ☐ Supermarket
59-4 ☐ Liquor Store 59-5 ☐ Drugstore 59-6 ☐ Bookstore

60 What other types of magazines do you read regularly?
60-1 ☐ Fitness 60-2 ☐ Mens 60-3 ☐ Sports
60-4 ☐ News 60-5 ☐ Other______________________

61 If you don't read magazines as much as you did in the past, what are you doing now?
61-1 ☐ Television 61-2 ☐ Internet 61-3 ☐ Working
61-4 ☐ Kids 61-5 ☐ In the Garage 61-6 ☐ Training

62 Once we receive your finished survey, you will automatically be elegible for the $200,000 "Bike Of Your Dreams" Sweepstakes.

COMMENTS: ____

Name ____

Address ____

City ____________________ State ________ Zip ______________

Mail your survey to:

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LAST CHANCE: Return this survey quickly and you will be entered in the $200,000 "Bike Of Your Dreams" Sweepstakes.

OFFICIAL SWEEPSTAKES RULES

1. Entry form must be legible and completed in full to be valid. All entries must be received by August 31, 1998. Paisano assumes no responsibility for lost, misdirected or late mail.
2. Prizes are nontransferable and not redeemable for cash. No substitution of prizes is permitted. You may win one of a total of 1,304 prizes — 1 Grand Prize, 1 First Prize, 1 Second Prize, 100 Third Prizes, 100 Fourth Prizes, 100 Fifth Prizes, 500 Sixth Prizes, and 500 Seventh Prizes. The $15,000.00 cash option is in lieu of only the Second Prize choice. The motorcycle prizes pictured may not be the specific ones awarded. Total approximate retail value is $228,000.00.
3. Winners will be selected by random drawing from all entries received by Doyle, Hull & Gregory, whose decisions will be final. Prize winners will be notified by mail within 90 days of the closing date and must acknowledge notification within 30 days, or prize will be forfeited and an alternate winner selected. In the event that all prizes are not claimed, which is likely, random drawings will be held from among all entries received to award unclaimed prizes. The odds of winning a prize will depend upon the total number of eligible entries received.
4. Sweepstakes is open to all residents of the U.S. aged 18 and over, except employees of Paisano Publications and their families, its affiliated companies, and advertising and promotion agencies. Sweepstakes is void outside the U.S. (except APO/FPO addresses), and wherever prohibited or restricted by law. ALL FEDERAL, STATE AND LOCAL TAXES, IF ANY, AND DELIVERY OF BIKE ARE THE RESPONSIBILITY OF THE WINNERS.
5. Winners may be required to execute an affidavit of eligibility, release, and indemnification. All entries received become the property of Paisano Publications, Inc., and none will be returned. Winners grant Paisano Publications and its agencies the right to use their names and likenesses for advertising and promotional purposes.
6. For a list of major prize winners, send a separate, stamped, self-addressed business envelope to Paisano Publications, Inc., 1998 Sweepstakes Winners List, P.O. Box 1050, Agoura Hills, CA 91376-1050.

NO PURCHASE NECESSARY TO WIN. LIMIT ONE ENTRY PER HOUSEHOLD.

Howl of the Wolf

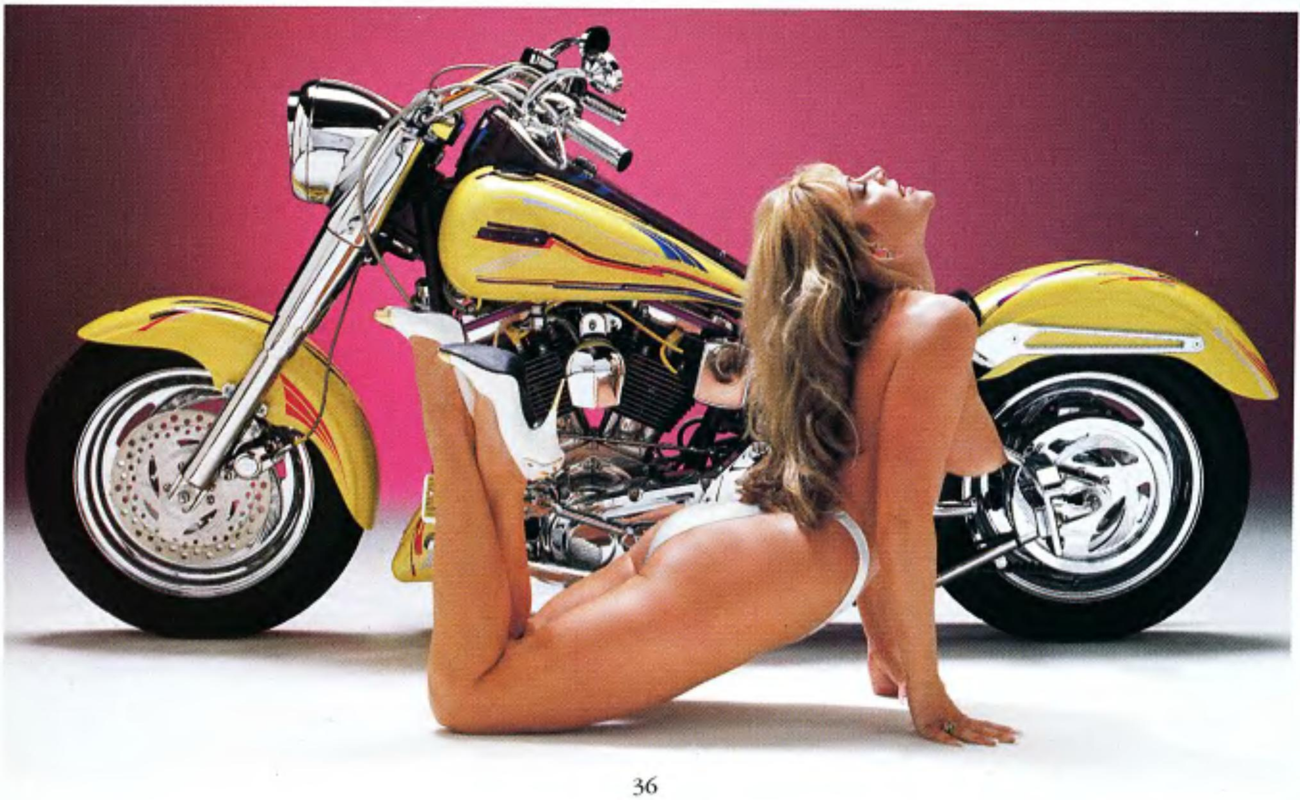
The World's Most Photographed *Penthouse* Pet, Melissa Wolf

The bros pulled up to the tent-covered lot at Pure Gold in Wilmington, North Carolina, for the first annual charity event benefiting kids with muscular dystrophy. It was August and the summer night was sizzlin', but the cold brew and soft curves being offered up would surely cool off the bikers in attendance at the world's first topless charity bike show. Those men struggling to find a seat in the upscale club could adjust their eyes to the darkness enough to see several ground-up custom bikes adorning the stage. Then came the unmistakable roar of a Harley as *Penthouse's* most photographed →

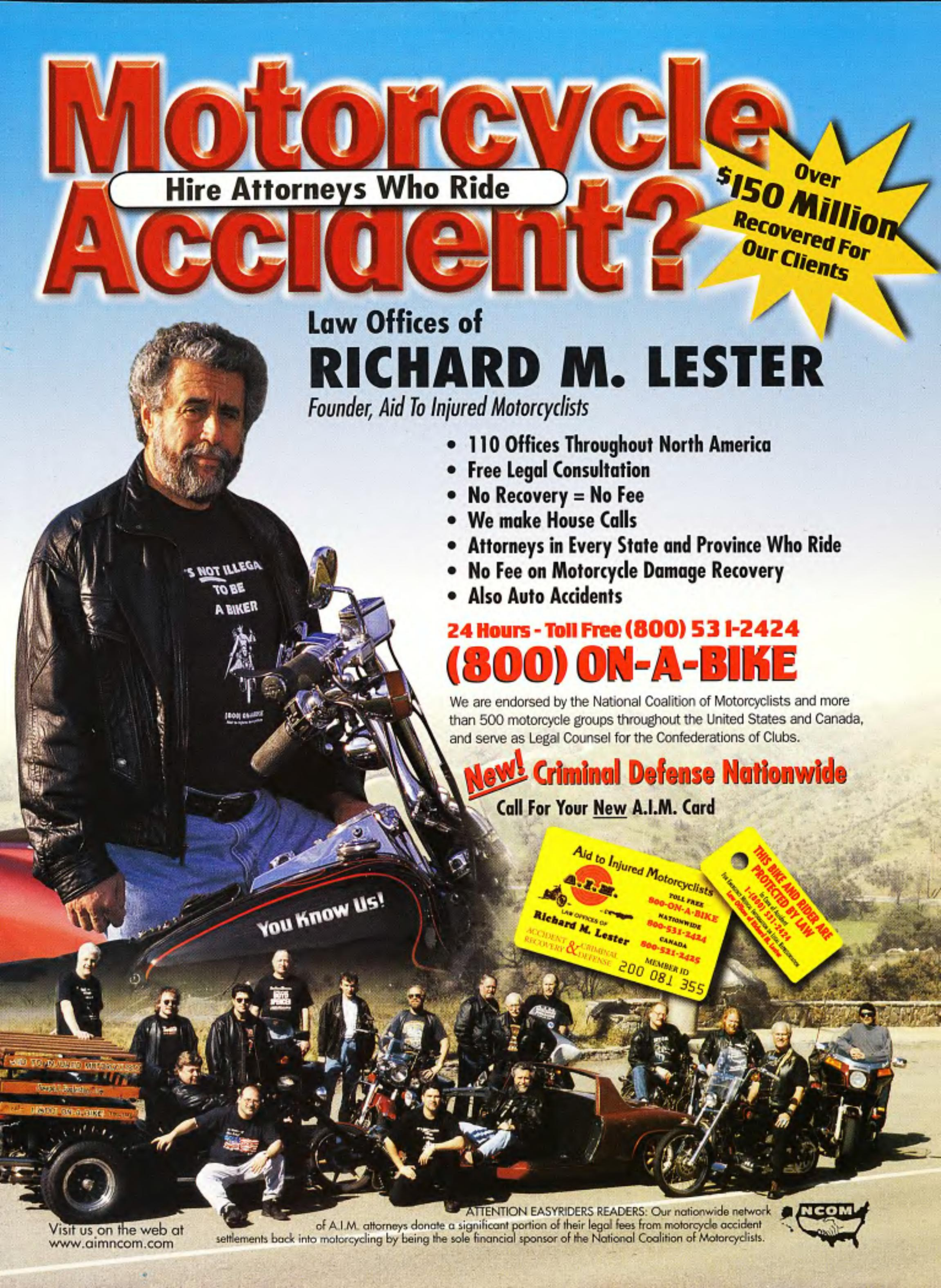
model, Melissa Wolf, roared on stage astride her gleaming white, pink, and purple 1997 Harley Fat Boy.

Melissa's blond locks and hazel eyes caught everyone's attention and her 5-foot-6, 125-pound bombshell of a 38-26-36 bod got every biker's blood pumpin' to the beat of the hard rock supplied by Tobacco Trailer Blues and Automatic Slim. Melissa is more than happy to do a bump and grind for a good cause, and truly has Harley oil boiling in her sultry veins.

"I've been into bikes and bikers as long as I can remember," Ms. Wolf told us. "All my boyfriends have Harleys." Originally from Vancouver B.C., and now residing in Atlanta, Melissa spends most of her time criss-crossing the country's topless clubs where she →



Photos: Bill Ellis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performs as a first-class exotic dancer. When possible, she rides her Fat Boy to club dates and events. "I'm looking forward to riding down to Florida soon and mixing a little business with pleasure."

Ace flick snapper Bill Ellis, who photographed Melissa on Mike Casey's Fat Yellow scoot, says that Ms. Wolf is the best body model he has worked with in his 30 years as a professional photographer. Bill was on hand at Pure Gold for all the festivities, including the Pure Gold calendar girl shoot, centerfold search, and ride-in bike show. If this two-wheeled celebrity layout has you drooling for more of Melissa, check out her Web sites at: www.centerfolds.com and www.photoclubs.com.

—Phantom

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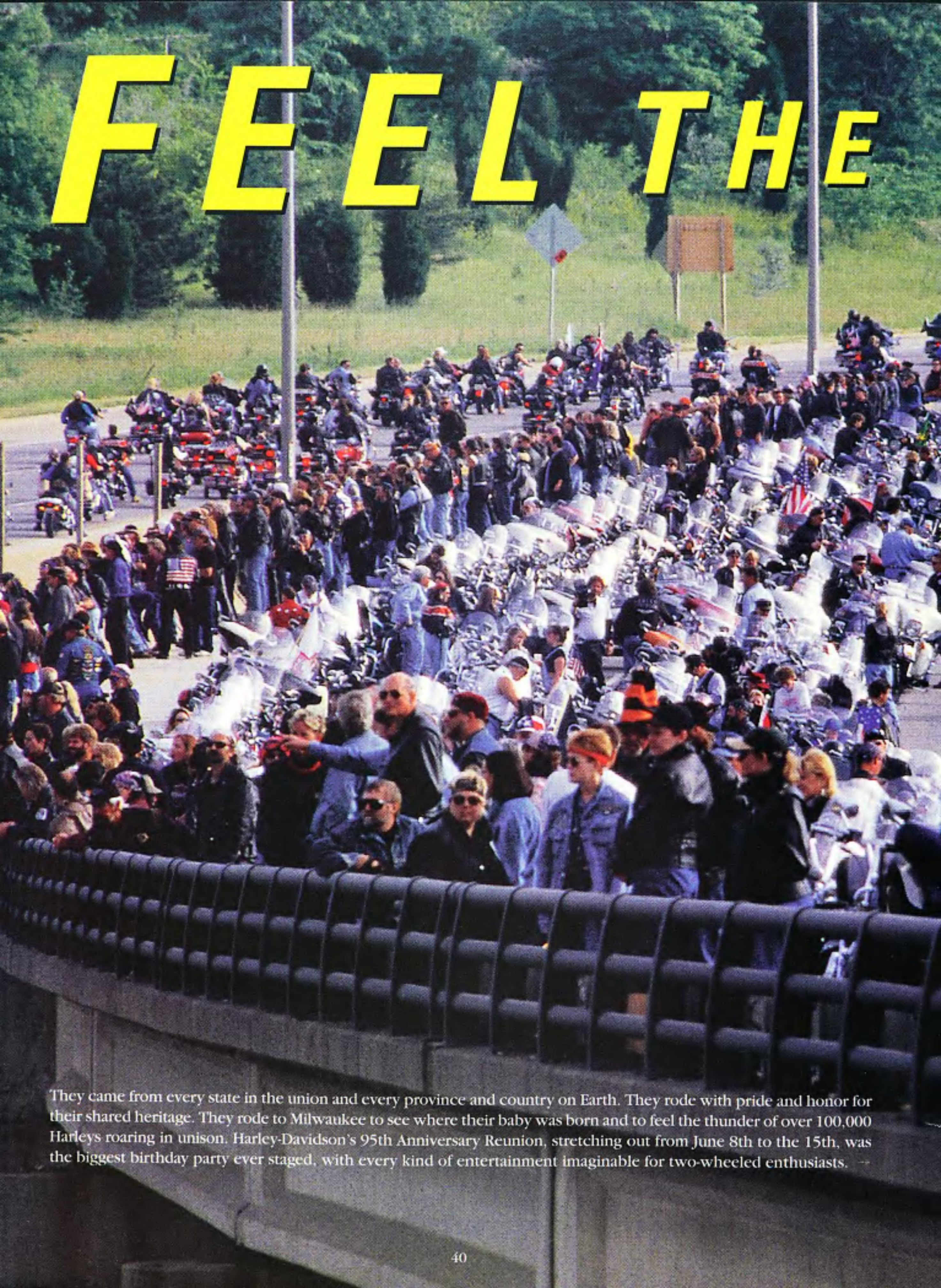
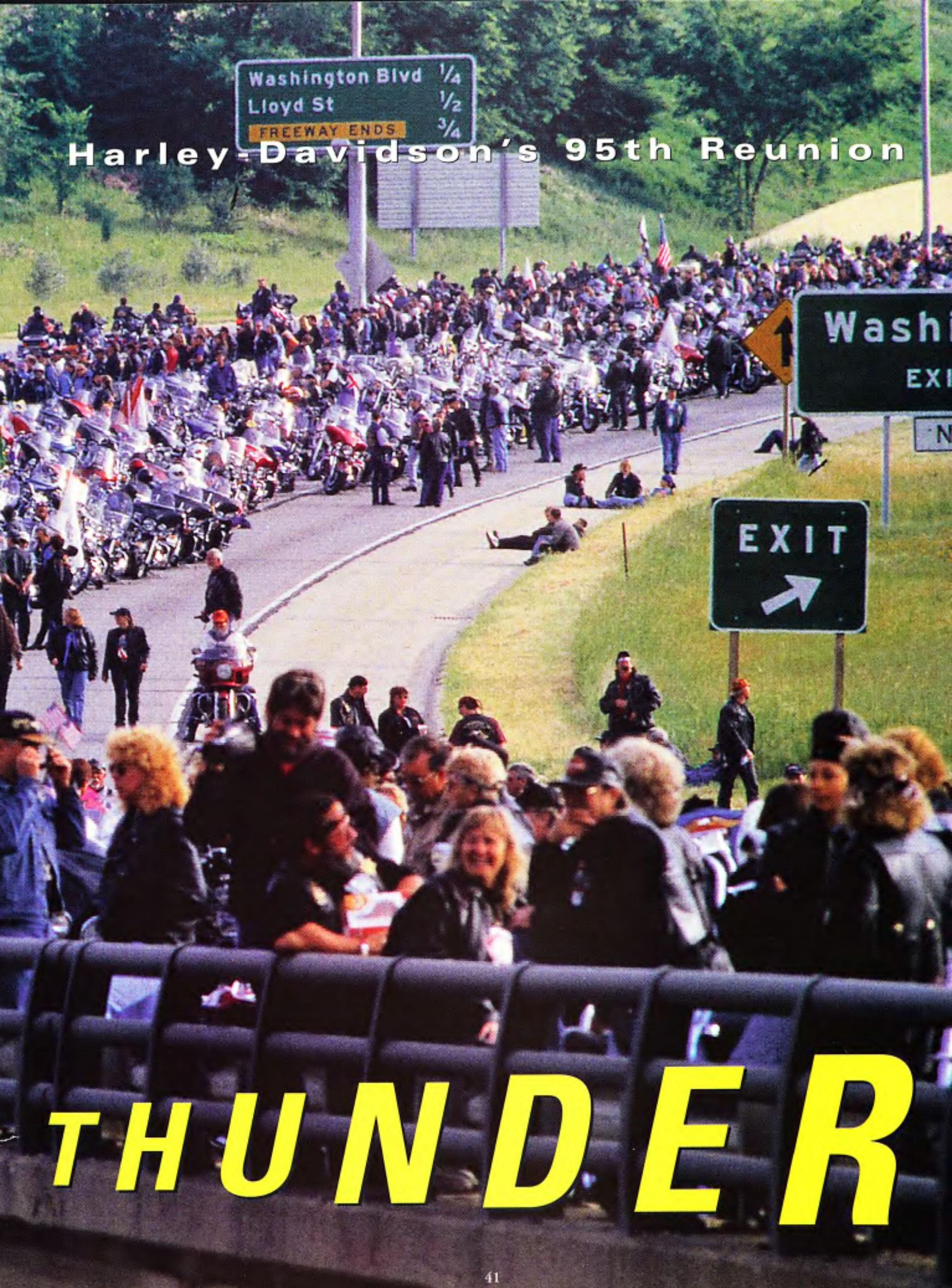
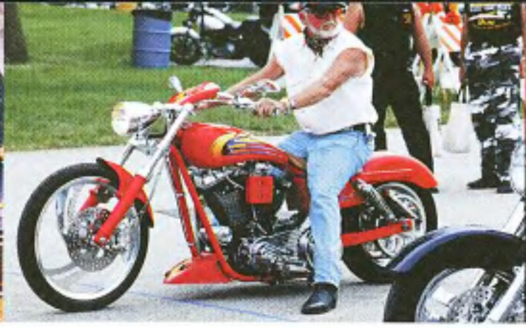


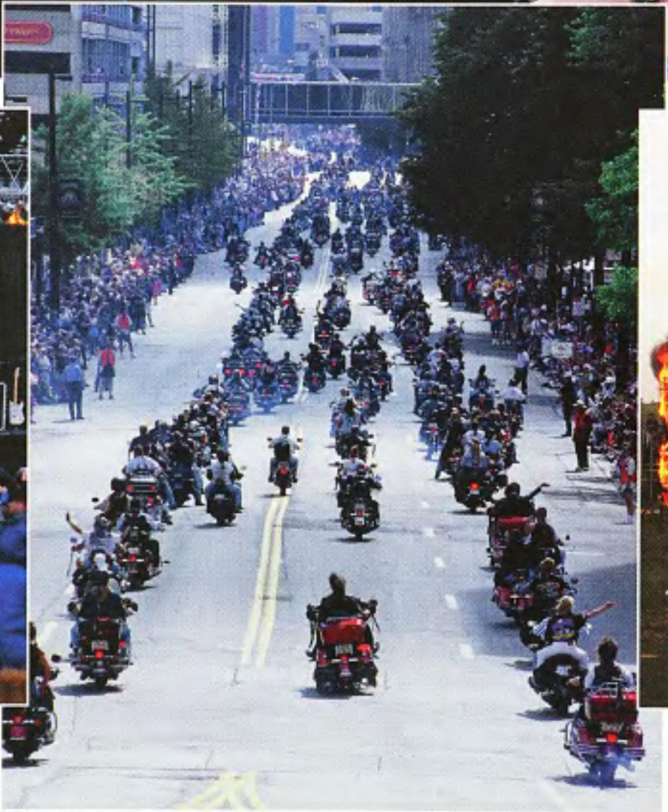
They came from every state in the union and every province and country on Earth. They rode with pride and honor for their shared heritage. They rode to Milwaukee to see where their baby was born and to feel the thunder of over 100,000 Harleys roaring in unison. Harley-Davidson's 95th Anniversary Reunion, stretching out from June 8th to the 15th, was the biggest birthday party ever staged, with every kind of entertainment imaginable for two-wheeled enthusiasts. →

Harley-Davidson's 95th Reunion

THUNDER

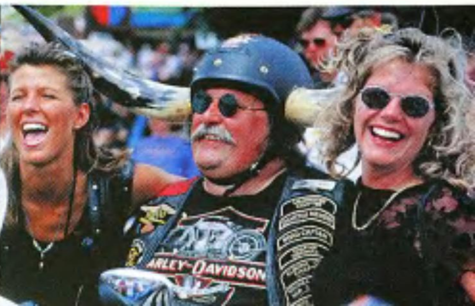


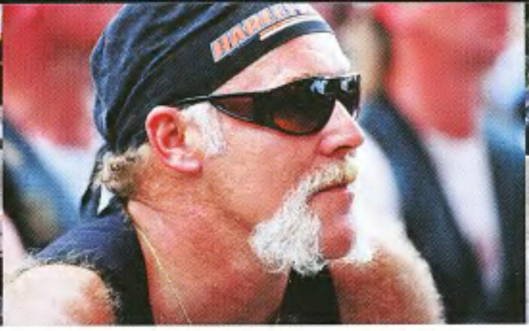


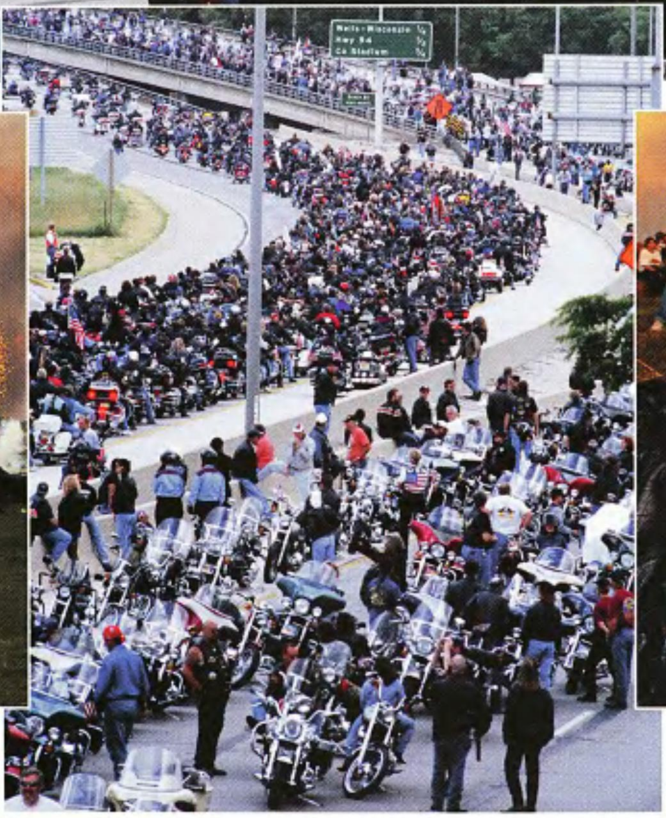
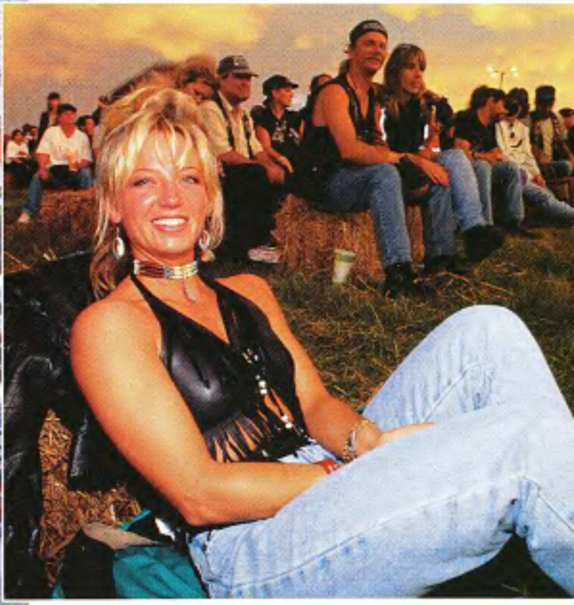


Rides departed from Harley dealerships all across the United States, including Harley's York, Pennsylvania, plant. Rendezvous along the way, such as the gigantic tailgate party at Lambeau Field in Green Bay, Wisconsin, got brothers and sisters in the mood for the main event on Saturday, June 13, as loyal riders poured into Milwaukee like a sea of salmon returning home to spawn.

Torrents of cold rain pelted riders for the first few days and every hotel and motel in the Milwaukee area was packed to overflowing. More than 4,000 brave souls camped out during the week of festivities at Harley's only authorized camping site, the *Easyriders*-sponsored Riders Ranch. The 100-acre party at the Waukesha County Expo Center gave everyone a chance to dry off and check out the vendors, like Hal's mini Harley store, pick up a trophy at the *Easyriders* Bike Show and Tattoo Contest, get some skin art from the artists on tattoo row, chow down on some great grub (The Jack Daniel's pork barbecue sandwich was a favorite), enjoy the Biker Film Festival, get a massage at the Reunion Spa, or listen to live bands every night on the two dedicated stages. Since a vast majority of bikes were pretty muddy and stained with rain and road grime, Cuddy of Louie's Kwik Detail offered bike washes and a





free beer with every shine.

Those in attendance also had the option of taking a helicopter ride over the event site, meeting the *Easyriders* editors and getting an autograph from artist David Mann, getting their picture taken with Ms. *Easyriders* 1998 Lori Kutter, getting themselves in the *Easyriders* tribute video to the 95th, and attending the mind-blowing *Easyriders* Demolition Derby and stunt show. Thursday night's smash 'em 'n' crash 'em fest was canceled due to the rain and mud, but Friday saw clear skies and smiles from every rider. Following the *Easyriders* Tattoo Contest, everyone rushed out to the Expo's outdoor arena to see "Death Wish Dan" Elders jump over a running helicopter and smash into a wall of fire. Death Wish Dan also delighted the crowd by lying down in a wooden coffin full of dynamite and blowing himself up! You had to be there to believe it. The main event was the Motorcycle Demolition Derby. Those boys go crazy when they start smashing into each other, and it's no holds barred until the last man is standing. The capper to the evening was watching a jet truck incinerate several cars in the time it takes to say, "I forgot my marshmallows."

The Harley Owner's Group celebrated its 15th Anniversary with nonstop events at the Wisconsin State Fair Park, including →

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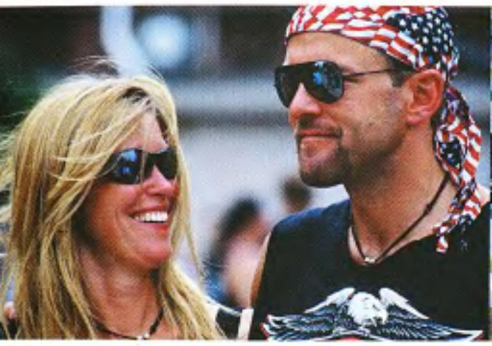
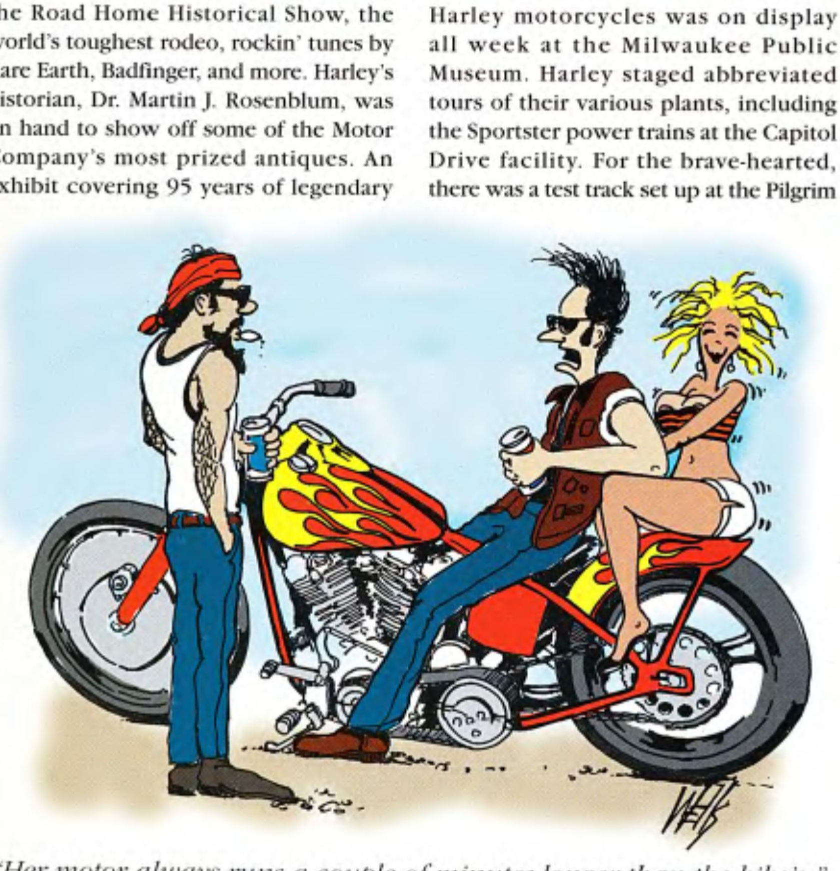


the Road Home Historical Show, the world's toughest rodeo, rockin' tunes by Rare Earth, Badfinger, and more. Harley's historian, Dr. Martin J. Rosenblum, was on hand to show off some of the Motor Company's most prized antiques. An exhibit covering 95 years of legendary Harley motorcycles was on display all week at the Milwaukee Public Museum. Harley staged abbreviated tours of their various plants, including the Sportster power trains at the Capitol Drive facility. For the brave-hearted, there was a test track set up at the Pilgrim Road Plant for H-D and Buell demo rides.

Milwaukee rocked all week with non-stop street parties and parades, but the big draw was the ultimate ride, as more than 50,000 riders lined up Saturday morning at 5:30 a.m. for the 95th Anniversary Parade, which took off at 8 a.m. sharp. The route began at County Stadium and roared down East I-94 and along Memorial Drive to the Summerfest grounds at Henry Maier Festival Park. All of Milwaukee turned out to welcome the riders home. Even the hardest heart was touched by this incredible outpouring of emotion as dignitaries including Jay Leno, Peter Fonda, and Willie G. Davidson lead the parade.

The Summerfest grounds hosted a free street party that stretched along the lake front and included music by Lynyrd Skynyrd, while over at Veteran's Park, 20,000 attended a free concert by The Wallflowers. As night fell, the 95th logo could be seen downtown in a dazzling laser light show reflected on landmark buildings. Downtown was clogged with Harleys, making cars useless. The entire city became a biker haven, reportedly bringing in more than $140 million to the city's coffers during the week. To put that into perspective, the '98 Super Bowl only brought $60 million to San Diego's economy. Rumors spread of a Harley Reunion every year. With so many dollars pouring from those chain wallets, we can see why Milwaukee won't soon forget this party.

As riders began trickling out of the city on Sunday, all knew that they had been a part of something phenomenal. The entire city of 601,839 went Hog wild, opening their homes and hearts to riders from all walks of life, every race and creed. Over 100,000 bikers proved that they could party for a solid week with nothing but good attitudes. The roar of Harley thunder symbolized the roar of a proud people brought together to celebrate a company that defines the American dream. The 100th Anniversary is just five years away. I'd make my reservations now if I were you. *—Phantom*



"Her motor always runs a couple of minutes longer than the bike's."

Photos: Michael Lichter, Billy Tinney

Riders Ranch Bike Show Winners

1st Best of Show
Michael Scaffidi
West Allis, Wis.
1997 Custom Sporty/Softail

2nd Best of Show
Andy Pagels
Union Grove, Wis.
1996 Pro-Street

3rd Best of Show
Russell Lange
Atlantic, Iowa
1998 Special Const. Softail

1st Performance
Denise Frimpter
Milwaukee, Wis.
1998 Pro-Street

2nd Performance
Johnny Angel
Chicago, Ill.
1998 Pro-Street

3rd Performance
Bruce Reinhold

4th Performance
Brian Coffel
Washington, Ill.
1996 FLST custom

1st Street
Stephen Phillips
Defiance, Ohio
1997 Hardtail

2nd Street
Marvin Cruz
Chicago, Ill.
1998 Softail

3rd Street
Ken Moir
Fairborn, Ohio
1982 Special Construction

1st Classic
Roger VanBeek
Roberts, Wis.
1997 Heritage Springer Softail ('47 Replica Special Construction

2nd Classic
Brian Cathey
Atoka, Okla.
1969 Electra Glide

3rd Classic
Rick Long
Hockessin, Del.
1996 Sportster

1st Touring
Van Williams
St. Petersburg, Fla.
1994 Road King

2nd Touring
Phil Wilcox
Kenosha, Wis.
1995 FLSTC

3rd Touring
Nikolaos Speros
Hammond, Ind.
1988 Electra Glide Classic

1st Sportster
Mark Rausch
Petoskey, Mich.
1991 XL 1200

2nd Sportster
Matt Weerts
Waukesha, Wis.
1966 XLCH

3rd Sportster
Tricia Lierly
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1989 Hugger

Rat Bike
PJ Brown
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1951 45 Flathead

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Talking Tech

PRAYER FOR ELECTRIC START

I've got a fairly stock 1974 XLCH Sportster. What I want to do is change it from kick-start to electric. If possible, I'd like to have both options. I talked to my local dealer, who gave me a long line of bull-shit; my local independent shop told me it could be done fairly easy, but that a *real* bike is kick only. That's fine, but I've got two blown discs in my back, and it's a bitch to kick over the bike. So if it can be done, could somebody tell me how?

Glenn Manning III
Bar Harbor, Maine

The conversion is possible, and you'll more than likely be able to have both kick and electric. Look for a boss cast into the case, by the tranny, behind the rear cylinder. This boss has a hole in it and was cast into some Sportster cases as a mounting location for the larger battery boxes used on electric start bikes. This means at least you have a fighting chance, and even that your bike may already have some of the bits such as the starter ring gear on the clutch. I am told that this conversion can run you upwards of a grand, but if you're able to do the work yourself, you can save on labor. Get the parts catalogs from your H-D dealer (probably have to order them) for your bike and the electric start Sportster, and then you'll have the part numbers to look for. Matching H-D shop manuals won't hurt, either. Let me know how you do.

CHECKING END PLAY

I've heard you can actually check and set a wheel's end-play with it off the bike. Is this correct? Sounds like much less of a pain than fitting the thing back up in the bike and having to remove it if the bearings aren't set right.

Dan Meyer
Ft. Wayne, Indiana

Yeah. As a matter of fact, I prefer to do it that way. Just take the wheel, slip the axle through, and slip some spacers over the axle to allow you to have something to tighten the axle nut against. Torque it to the specs recommended for your specific ride, then use a dial indicator to check end play. If you have stainless rotors, you may want to clamp a steel plate to them to hold the dial indicator's magnetic base. But anyway, that's how you get the job done.

PRIMARY QUESTION

My 1990 FXST is damn near bone-dry when it comes to leaks and seeps except for one area: the primary. After a long putt, it starts seeping primary oil from where the inner and outer covers meet. Even with new silicone gaskets it does this. I've heard about putting a vent in the primary. Can it be done, and will it end my problem?

Rich Oesterheld
Irvine, California

What happens on bikes with a sealed primary and a wet clutch (I'm not talking about engine-oiled primaries here) is that heat from normal operation builds up in the primary case and creates some pressure that forces out small amounts of oil. Sure, it's not a drooling mess, but it does get to be a pain. A small hole can be drilled in the upper part of the inner primary, then tapped for a fitting. Using an elbow, thread it in and point the fitting down. Another option is to use a "bulkhead" fitting because it is held in place with two jam nuts and needs no threading of the primary to be held in place. Either way, you can run a hose from the fitting down, or not, that's up to you. Just make sure to choose a place in the primary that is high, is in a thick part of the case, and is out of the way of flinging oil. That should do the trick.

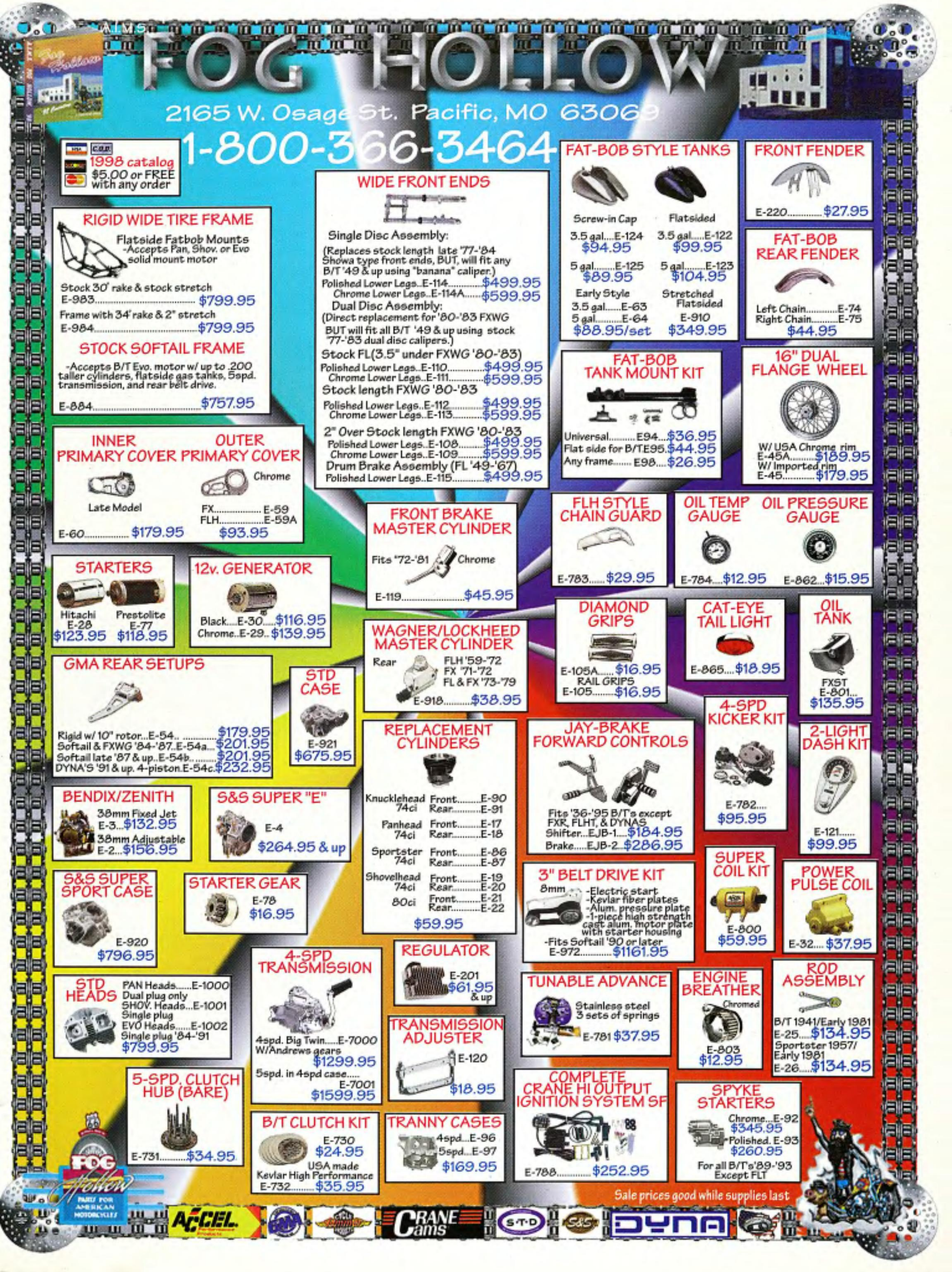
LEAKY BRAKE

I recently replaced the rotors on my FXR. I noticed, when I got done bleeding the rear brake (it had been a while), that the crush washers on the brake banjo were leaking. This wouldn't be such a pain if they were the same ones I took off, but I went out and replaced them with new ones. Any suggestions?

Wild Bill
Baker, Oregon

Your local Goodridge dealer will have the bits to stop your leak; they are called Stat-O-Seals. Actually, any hydraulic supply house carries them. They work better than regular crush washers because they have a rubber seal built in. I use them on my bike, and, I'll tell ya, they work excellent.

How many times have you sat in your garage, teetering on an old milk crate and scratching your head over how to do this or that? Well, by all the flywheels that turn, here's your chance to find the answer. Jot a note to Wrench, *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000. If we can find a solution, you'll read it here.



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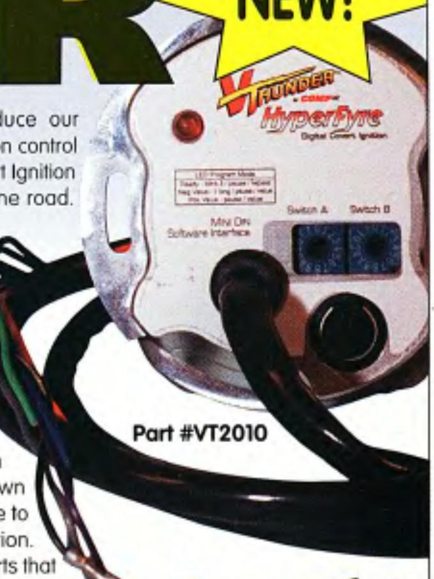

V Thunder® is proud to introduce our newest pavement pounding ignition control unit. The HyperFyre™ Digital Covert Ignition will make your Harley® light up the road. This new ignition is programmable by switch or with our proprietary ProFire™ software. It also features an LED for static timing, a two-step rev limit, and an RPM activated switch coupled to an automatic timing retard that can be used for nitrous or shift light. Hidden inside the gear cover, the HyperFyre™ is housed in billet aluminum that is guaranteed to withstand the high temperatures found in the cover. The wiring harness is optimally located on the face of the HyperFyre™ for easy installation. The HyperFyre™ is manufactured in Tennessee, U.S.A. with the highest heat and vibration rated, premium quality Mil-spec components available. One unit operates in either single or dual fire modes with the stock trigger wheel; just remove the stock sensor, route the high temperature silicone jacketed wiring harness through the bottom of the gear cover and bolt it down with the stock standoffs. The HyperFyre™ Ignition's components allow for increased amperage to the spark plugs and its micro circuitry makes it only 1/2" thick for ultra easy installation.

Part #VT2010

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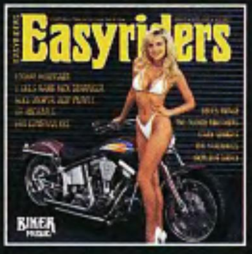

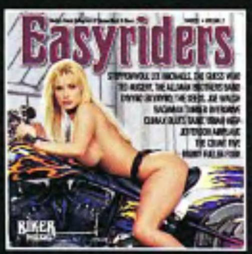

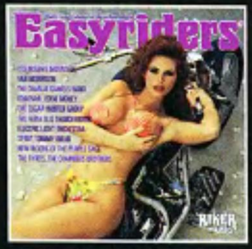

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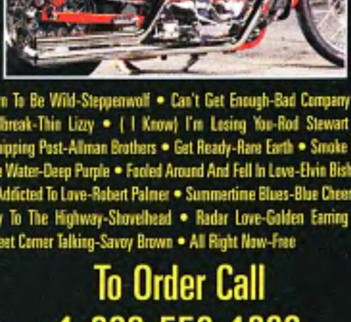

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TATTOOS

Best Skin Art Of The Year

Harleys and tattoos. The two go together like Tijuana water and diarrhea. No other company in the world can say that it has a following proud enough to wear the company's logo on their bodies for the rest of their lives as a testament to their passion and dedication to an all-American way of life. This Special Tattoo Issue allows us to take a look at some of the finest skin art to grace the pages of our sister publications, *Easyriders' Tattoo*, *Tattoo Flash*, and *Tattoo Savage*.→

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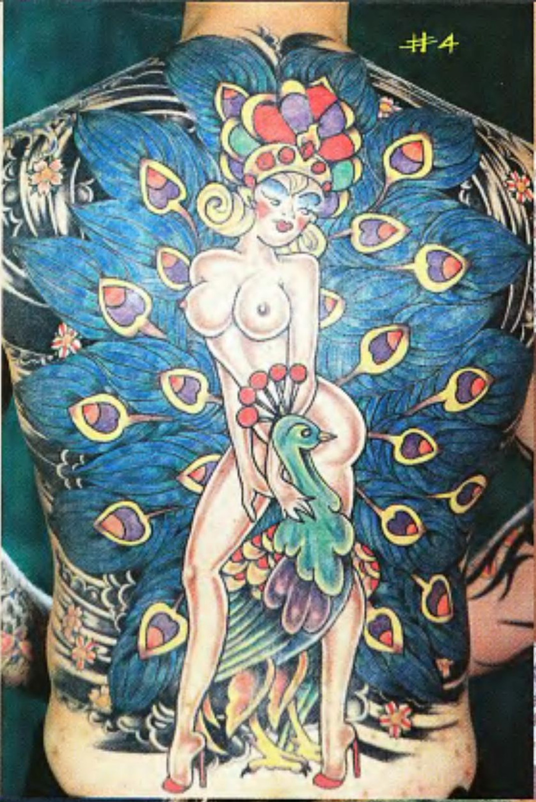
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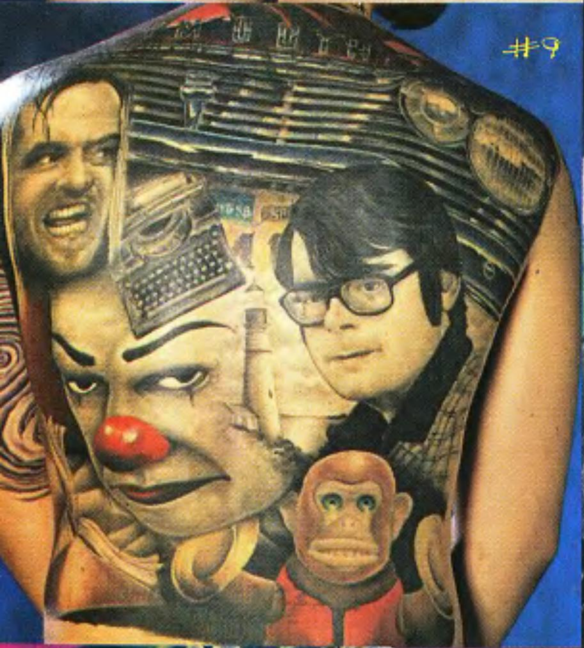
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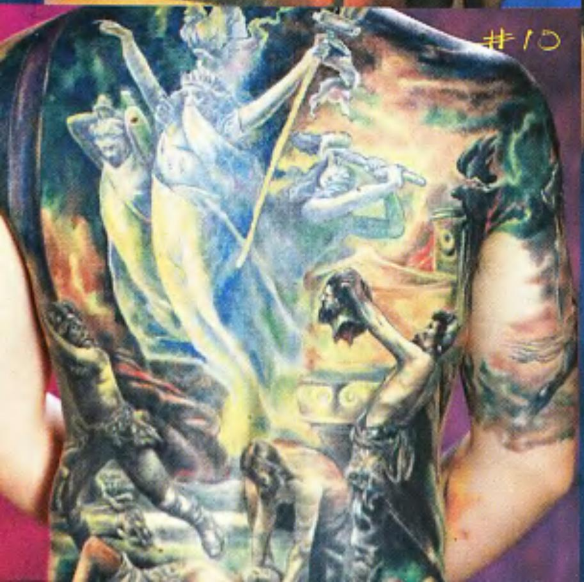
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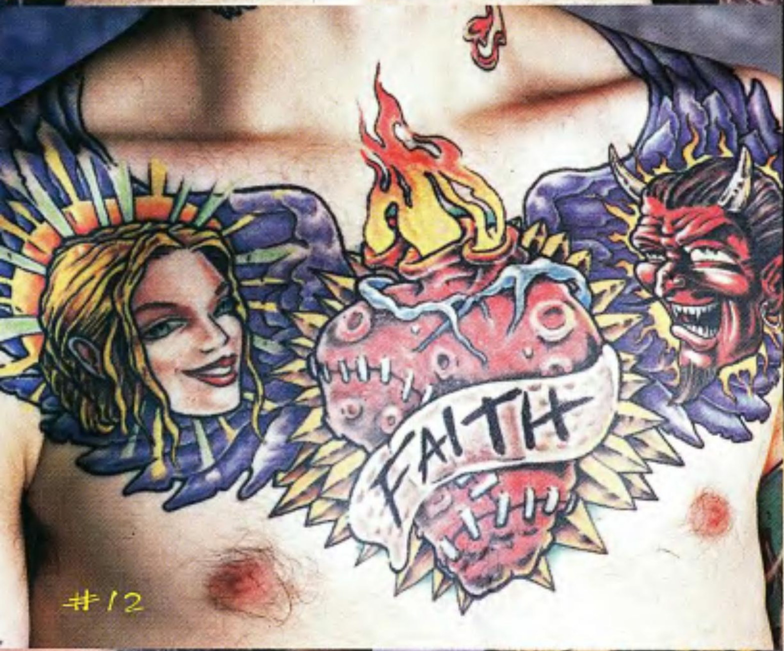

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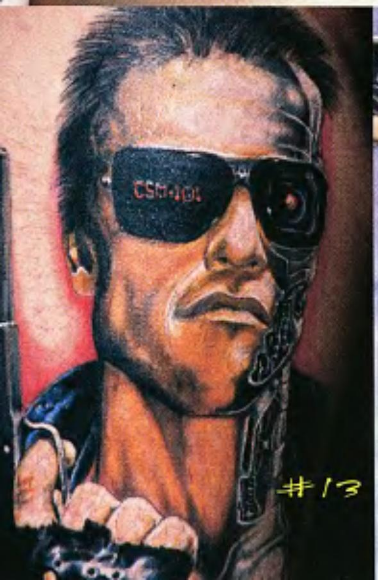
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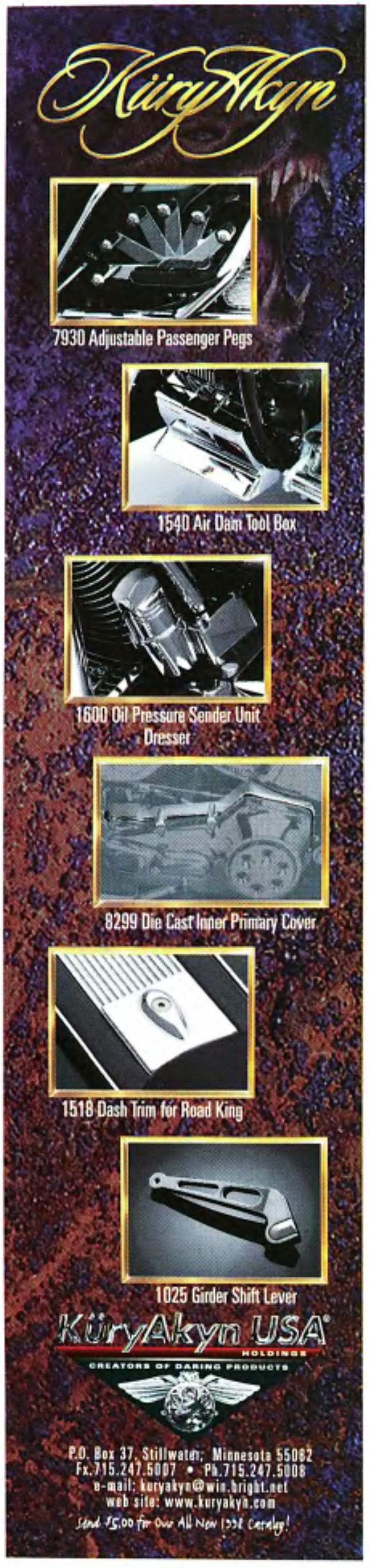
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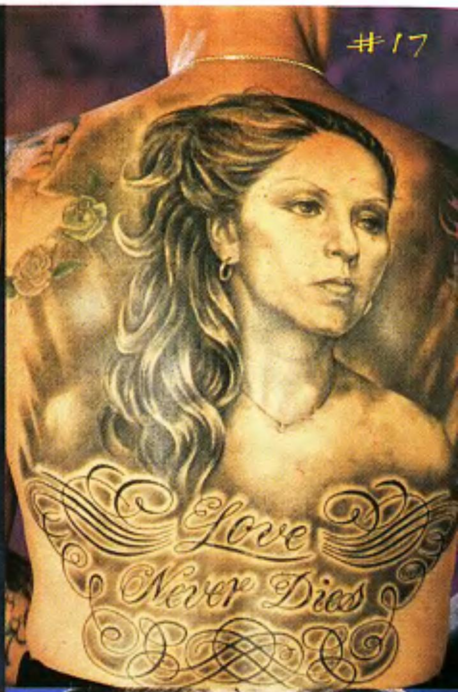
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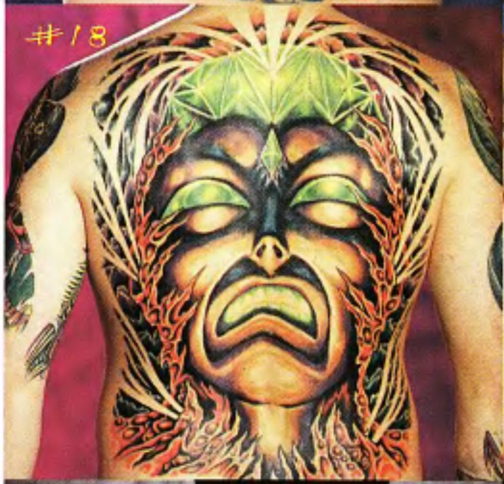
Love
Never Dies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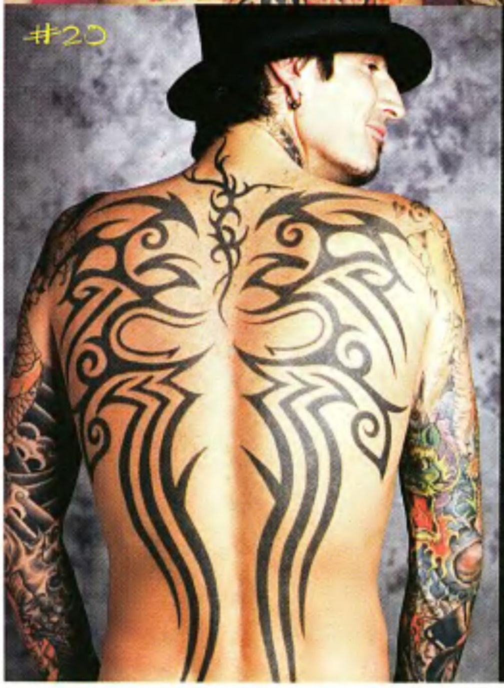
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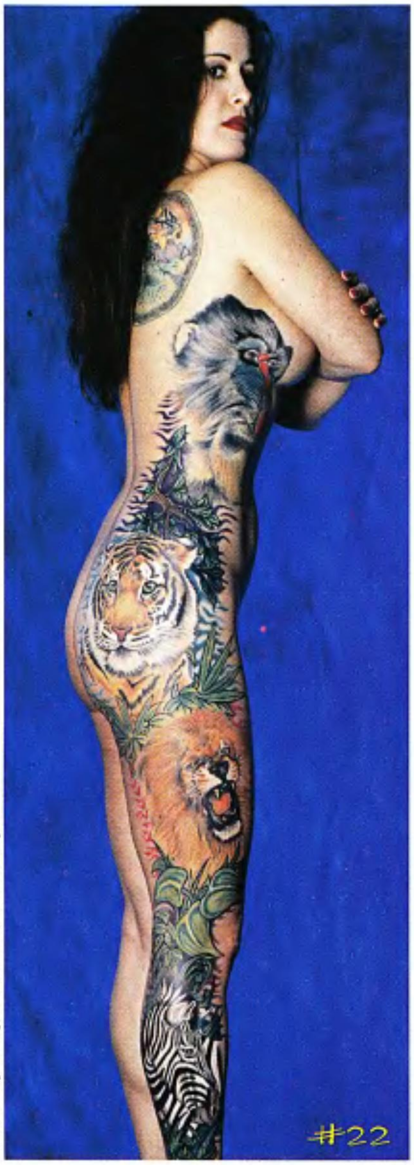
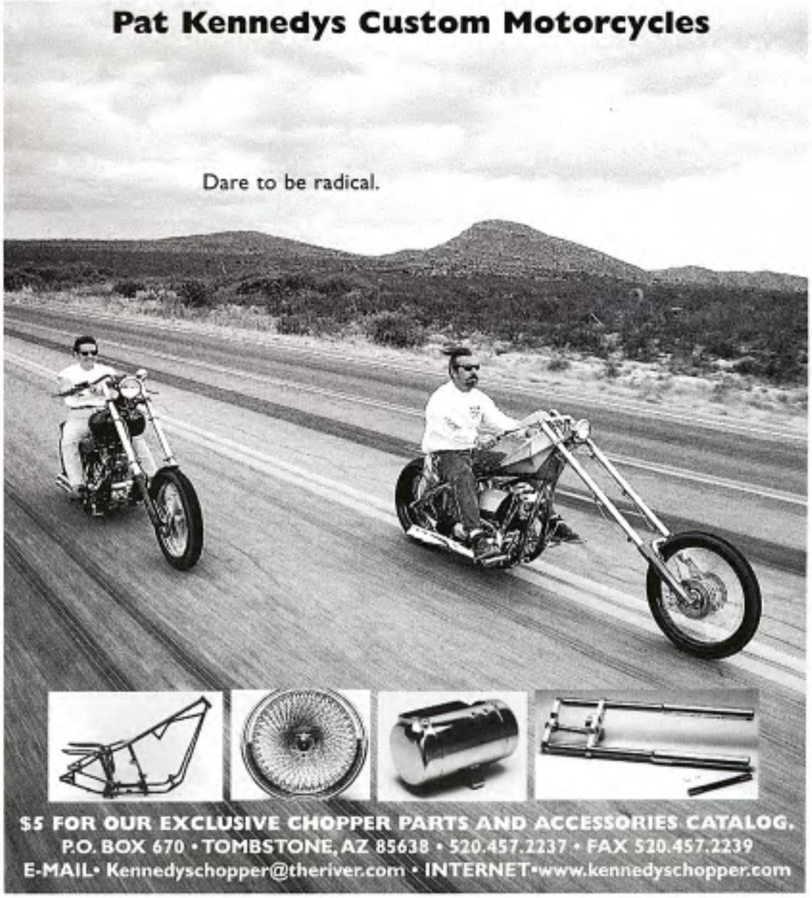


Photos: Billy Tinney, Markus Cuff, Louis Molloy, Dano

Tattooing is bigger than ever and the colors and designs are as bright as the future of these astonishing dermagraphics. Who knows, maybe you'll find the inspiration for your next tattoo on these pages.

—Phantom

1. Collector: Amy Hoss; Artist: Paco Dietz **2.** Collector/Artist: unknown **3.** Collector/Artist: unknown **4.** Collector: Tom Taylor; Artist: Sean Barry **5.** Artist: Louis Molloy **6.** Artist: Louis Molloy **7.** Artist: Dave Bubrick **8.** Artist: Louis Molloy **9.** Collector: Wes Wheeler; Artist: St. Marq **10.** Collector: Pascal Boyer; Artist: Stéphane Chaudesaigues **11.** Collector: Mark; Artist: St. Marq **12.** Artist: Mike Davis **13.** Artist: Derek Campbell **14.** Collector: Bro; Artist: Bee **15.** Collector: Chris Patterson; Artist: Bill Claydon **16.** Collector: Kenny Wilson; Artist: Mike Pike **17.** Collector: Larry Lerma; Artist: Dawei Zhang **18.** Collector: Frank Santonastasi; Artist: Dave Fox **19.** Collector: Eric Maire; Artist: Dawei Zhang **20.** Collector: Tommy Lee; Artist: Leo Zulueta **21.** Artist: Fip Buchanon **22.** Collector: Elizabeth Stone; Artist: Ian Rose.



DAVE HAAN'S SUNSET CUSTOMS SOFTAIL

Screaming Yellow Zonker

Yes, this is our Tattoo Special, but that's no excuse for drooling all over these shots of eye-popping Paula and her luscious display of sexy skin art. Sure, your palms begin to sweat while gazing glassy-eyed at her sultry little ankle adorned with a dragon by Rob Nuñez and your knees shake while looking at her lewd lower back piece by Ray Giambrone. By now you're no doubt dreaming of being wrapped in her inked arms (the right one is by Harley Godson, the left by Bucky Cristin). I remind you, gentlemen, that we are assembled here to discuss the blazing yellow scoot now being used as a catch basin for your gooey saliva. Had we known you were going to react in such an unseemly manner, we would have happily provided a shop rag with this issue. Stop licking the pages—Paula is not impressed. →

Now about the Softail... the bike guys, the bike!

Listen to the mellow rumble of the pipes

Dave Haan of Modesto, California, had the bike bug bad. He would spend his days in a mind-numbing fog, dreaming of the day when he could throw his leg over a long, yellow V-twin and listen to the mellow rumble of the pipes, before blasting down the highway, full tilt. Sunset Customs is just five miles outside of Modesto, and Dave had heard of their reputation for creating killer customs. Haan wanted a bike with a fat rear tire, hidden turn signals, a bit more horsepower than stock, and it had to be yellow. Sunset's owner, Thomas Spiller, was a fountain of ideas.

"I always ask our customers to bring in pictures of bikes they like in *Easyriders*," Thomas says. "Then I sit down with them and start sketching out ideas." Soon, Thomas had drawn the perfect representation of Dave's future ride. Dave was as excited as a pitbull with a toddler. Thomas ordered parts and the job was under way.

As any of you who have built a ground-up bike know, collecting the right parts for your scoot can be a long, laborious process. Weeks passed into months and Dave was getting antsy as the parts began to trickle in. A few more months passed and Dave began to pace around the shop like a guy who really needed to relieve his bladder. Dave was going zonkers, screaming yellow zonkers! Sixteen months from the day Dave walked into Sunset Customs, Thomas proudly announced that all the parts had come in, the appropriate parts had all been painted bright yellow, chromed and polished, and assembly of the Softail could commence. In just 28 days, the screaming yellow putt was ready to burn some serious rubber.

Dave Haan was down the road in a heartbeat, and he hasn't looked back since.

—Phantom Dave

Easyriders

S&S
S&S

C HD GO

passin' gas

The prospect died and floated up to heaven. At the Pearly Gates, he was greeted by Saint Peter, invited in, and promptly presented with an exquisitely detailed golden harp.

"Well, dammit, I should've known," grumbled the prospect, studying the harp with a frown. "Ya mean to tell me that, even up here, I've *still* gotta do all the polishin'?"

Paul Bunyan
Looking for Babe

Jeez, man, I think I might be allergic to alcohol," Mongo confided to his partner one day.

"Yeah? What makes you say that?" asked his bro.

"Every time I have a few drinks," explained Mongo, "I break out in handcuffs."

El Vee
El Lay

Why is drawing a nice, detailed picture of a Japanese V-twin like having a bad case of the runs?

Because when you're done, your paper is full of shit.

Two-Hole
Boca Sepsis

President Clinton, contemplating his latest scandal, walks through Washington looking for guidance and help in solving his problems. He strolls over to the Washington Monument, looks up, and says, "George, you were a wise man. What should I do to gain public support?"

Lo and behold, a voice comes down from above and says, "Abolish the IRS and start over."

Amazed to have talked to such a great historical figure, Clinton decides he'll try it again. He stops at the Jefferson Memorial. "Thomas, you never had these kind of problems. What can I do to rally people behind me?"

Again a voice from above answers, "Welfare—it's not working, so abolish it and start over."

Now Clinton is excited and plans to go to all the historic sites for guidance. Next he goes to the Lincoln Memorial. "Abe, I need your help. People are losing confidence in me. What can I do to please them?"

After a pause, the voice of Abraham Lincoln advises, "Take the day off. Go to the theater."

Cousin Greenberg
Portsmouth, N.H.

What does it mean when the U.S. flag is flying at half-mast in front of the post office?

"Positions available—apply within."

Dirty Ol' Doug
Los Angeles, Calif.

A young bro walks into the local bike dealership. "Can I help you today?" asks the salesman.

"I'm not sure," says the bro. "I like this floor model you got here, but I can't decide whether to buy it or lease it."

"Son, trust me. You should buy," says the salesman. "Only if it flies, floats, or fucks is it cheaper to rent."

Peter Larsen
San Diego, Calif.

A backwoods hillbilly took his rugrat to the zoo in San Diego. They stopped at the baboon's cage, and the youngster asked what the critter was.

"Boy, I reckon it's one of them bikers we been hearin' about," said his pa. "See, the seat of his pants is all wore off!"

Glasscutter
At the Window

An explorer was leading an entourage through the Amazon jungle when they heard the ominous sound of drums. At the next village, the leader stopped a native and asked him to explain their meaning. "Bad, very bad when drums stop!" the native said with a severely frightened look on his face.

The drum-beating continued insistently in the background. The safari leader asked another native about it. "Bad, bwana, very very bad when drums stop!" he echoed ... and suddenly the drums *did* come to an abrupt halt, sending all the expedition members and villagers into total panic. The leader hurriedly grabbed another villager and demanded to know what the situation was.

"Bad, terrible bad, that drums stop!" blurted the frantic native. "Now comes bass solo!"

Houdini
The Water Box

A surefire sign you could be dating the wrong girl: The towels in her bathroom read "His" and "Herpes."

The Midget
Staying Strong

How do we know that Adam and Eve were the first bookkeepers?

They invented the loose-leaf system.

Buzzard
Colorado Springs, Colo.

On his wedding night, Guitar George got down on his knees by the side of the bed.

"What are you doing?" asked his puzzled bride.

"I'm praying for guidance," said Guitar George.

She took him by the hand, saying, "I'll take care of the guidance, honey. You pray for endurance."

Shorty
Ione, Calif.

Definition of *fucked*: You're standing in line behind Mother Teresa on Judgment Day and overhear God telling her, "You know, you should have done more."

Risky
Taking Chances

Face it—everybody can use a good laugh now and then. That ain't to say yer gonna find one on these pages, but whatdafuck, we hadda fill the space somehow, and yer at least bound to run into a gut-grabbin' groaner or two—and they're almost as good. Think ya can do better? Prove it. Whip out yer best stuff (not your meat!) and slip it to us. We'll pay $40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, P.O. Box 3000, Agoura Hills, CA 91376-3000.

Owner: Dave Haan

City: Modesto, California

General

Fabrication: Sunset Customs

Year/make: .1998 Special Construction

Model: Softail

Assembly: Thomas, Peggy, and crew

Chroming: West Coast Chrome

Engine

Year/model: 1998 S&S

Rebuilder: Sunset Customs

Ignition: Spyke single-fire, MC Advantages

Displacement: 96 cubic inches

Lower end: S&S

Pistons: S&S

Cases: S&S

Heads: S&S

Cam: S&S

Carb: QuickSilver

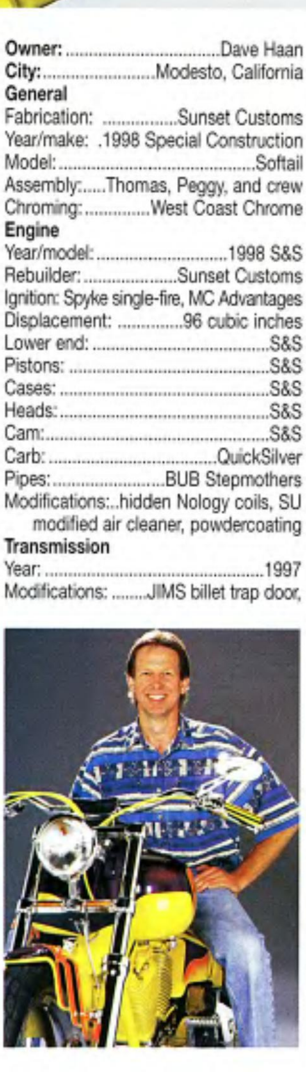
Pipes: BUB Stepmothers

Modifications: hidden Nology coils, SU modified air cleaner, powdercoating

Transmission

Year: 1997

Modifications: JIMS billet trap door, Primo Brute 3 belt drive, California Sunset wheel sprocket, Rivera hydraulic clutch



Paint

Molding: Thomas Spiller

Painter: Thomas Spiller

Color/type: yellow, orange, purple/acrylic urethane

Special paint: Nannette Beamer

Frame

Year/builder: 1998 Atlas

Type: Softail

Shocks: KC Soft Suspension

Modifications: 38-deg. rake, 2-in. stretch, molded tank mounts, Atlas swingarm

Accessories

Bars: K&N

Handlebar controls: Ness

Fenders: Sunset Customs

Headlight: Chrome Specialties

Taillight: 1997 Pontiac, Sunset Customs

Speedo: Dakota Digital

Dash: Nempco

Pegs: Legends

Foot controls: Legends/Sunset Customs

Gas tank: CCI 5-gallon, stretched

Oil tank: Sunset Customs

Seat: Leon's Upholstery

Mirrors: Chrome Specialties

Grips: Chrome Specialties

Forks

Type: wide glide

Modifications: 2 under, RC Comp. triple trees, built-in turn signals, hidden wiring

Wheels

Front

Type: Aerolite

Size: 21-inch

Tire: Avon

Brake: GMA

Rear

Type: Performance Machine

Size: 16 inch

Tire: Avon 200mm

Brake: GMA

Photos: David Goldner

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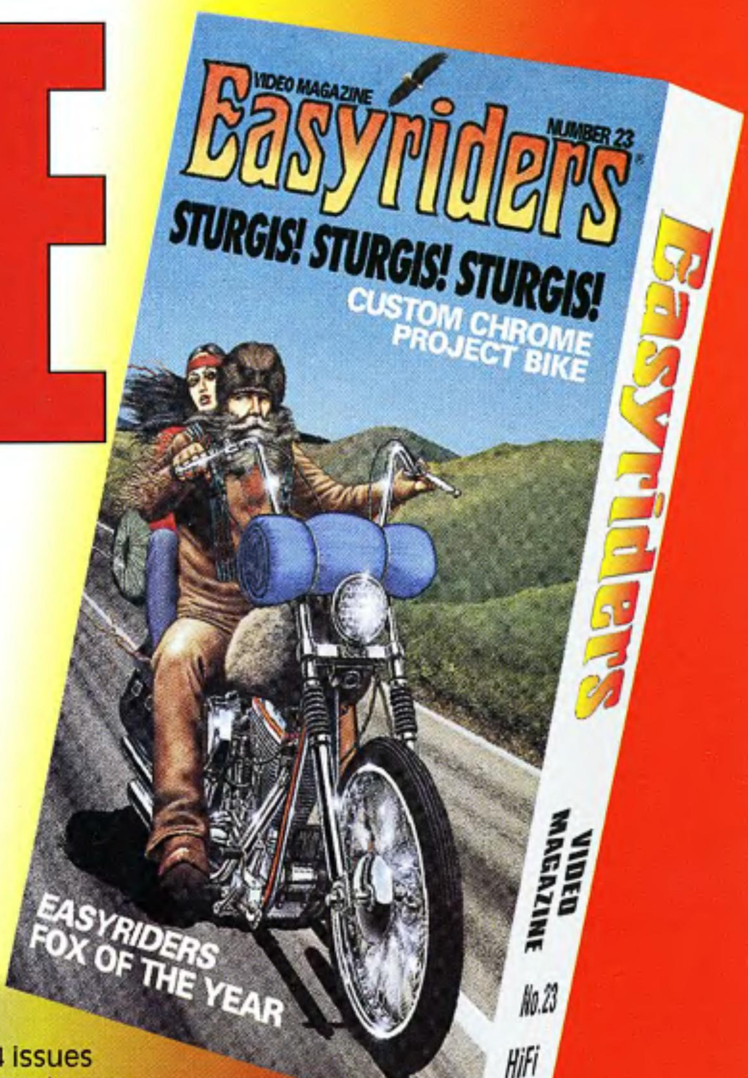

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So ya feel like stokin' the ol' bratwurst in some Florida sand candy, and ya don't quite know the drill? Then this is your lucky day, 'cause we've got the ultimate lowdown on **Daytona's Biketoberfest '98**. The annual October mini-Bike Week event is growin' every year, with music and parties, and women and **parties, and music and women,** and even a few Harley-Davidsons on hand for ya to gawk at.

Biketoberfest is fast becomin' the hottest fall party ticket around, and for good reason. You take the beauty of Daytona's 20-some-mile-long ridable-without-lids beaches, combine it with women that'll send your neck to the chiropractor for six months afterward, and let nature take its course. If you give it a good shot, you might experience a whole new meaning for a hollow weenie celebration.

Any way you cut it, there's no excuse not to go have a good time if you want it bad enough. We've packed this year's **Biketoberfest Guide** with clubs, events, coveted locations of titty bars, race schedules, and all the stuff that makes for fine reading as you ponder what to tell the ol' lady as to why your company is sending you to Florida in October.

For example: "Well, hon, see, it's like this ... eh ... the boss feels that if I ride my Harley 700 miles to the annual corporate meeting, I'll impress the investors by representing a company that's willing to go the extra mile."

Or you can try: "Babe, I'm just sick about this. The boss just got back from a men's retreat, and he wants us all to go to Florida to bond on our Harleys. I went toe-to-toe with him on this, but he just won't budge. No spouses allowed. Oh, that extra lid? Uhh ... it's in case one of my bonding brothers loses his along the way ..."

And of course, there's always: "I'm goin' out for a pack of smokes. Need anything from the store?"

Whatever. Just ride. See ya there.

—Captain Trash

Biketoberfest '98

Zis Ain't Yer Kinder, Gentler Biken Veekend!

ONGOING THANGS

You can't do it all in one day, so a few folks stretched their schedules to accommodate ya all weekend. These civic greeters, vendors, and manufacturers are worth checkin' out as you take a break from the maddening crowd.

THURSDAY, OCTOBER 22—SUNDAY, OCTOBER 25

Official Biketoberfest Welcome Center
Where: Main Street
Info: (800) 854-1234

Main Street Rally/Festival
Fun, vendors, manufacturer displays
Where: Main St. Merchants Welcome Center
Info: (904) 252-1922

Easyriders of Daytona
Ground zero for Bros Club benefits and nonstop *Easyriders* parties. Great food, drink, live music, and more fun than you can imagine. Get all the details in our next issue (#305, on sale September 29) in the Easynews section.
Where: 605 Main St., Daytona
Info: (904) 238-1645

Daytona Harley-Davidson
Festival, fun, live entertainment, H-D displays, Hawaiian Tropic girls.
Where: Riverfront Park, 290 N. Beach St., noon-8 p.m.
Info: (904) 248-0580.

Carl's Speed Shop Perf. Center
Largest collection of motorcycle manufacturers, 9 a.m.-8 p.m.
Info: (904) 258-3777

News Journal Motorcycle Expo
Biker products and show
Where: Ocean Center, 10 a.m.-7 p.m.
Info: (904) 252-1511

ZANG! Grotto (German for "party," probably ...)
Donations for Pine Wood Cemetery and for handicapped children of Volusia County
Where: Pine Wood Cemetery, Main St., 9 a.m.-9 p.m.

ZANG! Grotto (more German for "party"): Donations for free dentistry for handicapped children of Volusia County.
Where: Humphrey's, 500 Main St., 9 a.m.-9 p.m.

Biketoberfest Swap Meet
Live music, vendors from all over, cold beer. Plus,Oct. 23-24, Tiger Eye Productions has lions and tigers up close, oh, my ...
Where: Volusia County Fairgrounds; opens 10 a.m. daily
Vendor info: (301) 336-2100.

SCHEDULE OF SPECIFIC DOIN'S

Next, we have a list of specific events to check out from Friday through Sunday.

FRIDAY, OCTOBER 23

European Bike Day & Show
All bikes from Europe and their drivers admitted free.
Where: Volusia County Fairgrounds; sign-up, 12:30-2:30 p.m.; judging, 3 p.m,
Info: (301) 336-2100.

Biketoberfest Dirt Drags
Sign-up and Time Trials. All invited to register, test, tune, and participate in time trials.
Where: Volusia County Fairgrounds; 5 p.m.

Rat's Hole Chopper Show
Ten classes; bike must fire at gate!
Where: Ocean Center; sign-up at 608 Main St. before midnight on Thursday, $10
Info: (904) 257-1824

SATURDAY, OCTOBER 24

Antique Bike Day & Show
All stock 1969 or older and their riders admitted free.
Where: Volusia County Fairgrounds; sign-up, 12:30-2:30 p.m.; judging, 3 p.m.
Info: (301) 336-2100

Biker's Blast
Oceanfront Bandshell Concert; sponsored by Adam's Mark Daytona Beach Resort.

Biketoberfest Dirt Drags
Nitro-burning dirt drag racing
Where:Volusia Co. Fairgrounds

Boardwalk Classic Bike Show
Sponsored by the Boardwalk Associate and *Easyriders* magazine
Where: Boardwalk; registration, 9 a.m.-11 a.m.; show, 11 a.m.-4 p.m.; cash prizes and 60 trophies awarded, 4 p.m.
Info: (904) 253-0254

Use Your Head Motorcycle Run-
Benefits the Epilepsy Association of Central Florida. Ride starts in Orlando to Daytona.
Info: Charles (407) 422-1416

Daytona Fall Tour Group Ride
Touring ride through scenic Volusia County. Dinner included.
Where: Starts at Daytona 200 Motorcycle Clubhouse, 3602 W. International Speedway Blvd., just past I-95. Tour begins 5 p.m.; sign-up anytime on Saturday, Oct. 24. $13 per person
Info: (904) 788-2110

SUNDAY, OCTOBER 25

Fourth Sunday Free Barbecue
Free food, live band
Where: Squeeze Inn Pub, 5005 S. Ridgewood Ave., Port Orange.
Info: (904) 760-2564

Daytona Harley-Davidson Ride for "Boggy Creek Gang"
Where: Daytona H-D, 10 a.m.
Info: (904) 253-BIKE

"Coming Together" Parade
ABATE of Florida. Sign-up, 8:30 - 10 a.m. Parade begins at 10 a.m.
Info: (407) 668-5006

BIKETOBERFEST HOEDOWN LOWDOWN

Daytona's got an 800 number and Web site for ya to get more detailed info about der Biken Veekend. Call the Daytona Beach Area Convention and Visitors Bureau at (800) 854-1234 and say hi to the ever-friendly Roxanne, or surf their Web site: www.daytonabeachtourism.com/biketoberfest

Otherwise, it's an on-goin', beer-swillin', babe-baskin', chrome-shimmerin' brouhaha. Here's a list of sites you'll wanna visit in yer never-endin' quest for the coldest mug of draft and the endless party horizon.

DRANKIN' BARS

Art's Place
Worth the ride. World famous Art burgers, barbecue, live music, horseshoes, miniature golf, raffles, scenic runs and tours, and more
Where: 5115 N. Hwy. 17, DeLeon Springs
Info: (904) 985-5151

Photos: Pat Randig

Bank and Blues Club
Where: 701 Main St., D. B.
Info: (904) 257-9272

Billy Bob's Country Night Club
Yee haw! Outdoor BBQ, bands
Where: 2801 S. Ridgewood Ave. (U.S.1), South Daytona
Info: (904) 756-0448

Boot Hill Saloon
Madness everyday, call for their scary schedule
Where: 310 Main St., D.B.
Info: (904) 258-9506, (800) 831-0102

Froggy's
"The biggest party on Main Street."
Where: 800 Main St., D.B.
Info: (904) 253-0330

Full Moon Saloon
Where: 9 S. Wild Olive, D.B.
Info: (904) 257-8661 1

Gilly's Pub 44
Party your ass off with the locals
Where: 1889 SR 44, New Smyrna Beach
Info: (904) 428-6523

Iron Horse Saloon
Where: 1068 N. U.S.1, Ormond Bch.
Info: (904) 677-1550

Jackson Hole Saloon
Wet T-shirt contest, daily blues band, antique bike show
Where: 1081 N. U.S.1, Ormond Beach
Info: (904) 673-6996

Last Resort
Daily live bands, vendors, more
Where: 5812 Ridgewood Ave. (U.S.1), South Daytona
Info: (904) 761-5147

Main St. Cafe/Al's Alley Pub
A busy place, lotsa music
Where: 821 Main St., D.B.
Info: (904) 257-2323

Ringside
Boxing ring, Miss Ringside Biketoberfest, $1 beer 7 a.m.-11 a.m., BBQ, slam man contest, bikini contest, best tattoo male and female, biggest beer belly, cash prizes
Where: 116 E. Dunlawton Ave., South Daytona
Info: (904) 788-6633

Smiley's Tap
This 100 percent biker bar will put a smile on your face.
Where: 1161 N. U.S.1, Ormond Bch.
Info: (904) 677-9609

Sopotnick's Cabbage Patch
Daily bands, two-wheel camping ($5/day), and more
Where: 549 Tomoko Farm Rd., New Smyrna Beach
Info: (904) 427-2659

Squeeze Inn Pub
Drink specials, bands, contests
Where: 5005 S. Ridgewood Ave. (U.S.1), South Daytona
Info: (904) 760-2564

TITTY BARS

Bottom's Up Club
Clothing-optional stage, barbecue out back
Where: 2396 N. U.S.1, New Smyrna Beach
Info: (904) 427-0364

Molly Brown's
Semi-nekkid girlies
Where: 542 Seabreeze Blvd., D.B.
Info: (904) 255-5966

Pandora's Box
Breasts forever
Where: 319 2nd Ave., D.B.
Info: (904) 252-9163

Shark Lounge
Uh, strippers everywhere
Where: 730 International Speedway Dr., D.B.
Info: (904) 258-1230

Shingle Shack
Tits!
Where: 640 N. Ridgewood, South Daytona
Info: (904) 252-3584

SHOPS, PARTS AND FLUIDS

Stop by even if you don't need something, 'cause these locals can give you the skinny on the best parties and wackiest Biketoberfest doins'. We figger they only tell us about one-tenth of what really goes on, because by law, we'd probably get sued if we printed it. But make no mistake about it: These guys are your best friends while your bike is in town, so treat your friends right.

Choppers World
Where: 618 Main St., D.B.
Info: (904) 252-1922

Daytona Harley-Davidson
Where: 290 N. Beach St., D.B.
Info: (904) 253-BIKE

Miller's Custom Parts
Where: 1863 S. Ridgewood Ave., South Daytona
Info: (904) 761-0858

Peen's Precision Motors
Where: 420 N. Beach St., D.B.
Info: (904) 252-9569

Robison's Motorcycles
Where: 508 U.S. 98, D.B.
Info: (904) 255-6788

Russell's Cycle Care
Where: 2514 N. Dixie Freeway (U.S.1), New Smyrna Beach
Info: (904) 427-6001

Slick Cycle Tony's Hacienda
Where: 207 Dunlawton Ave. (U.S. 1 & Rt. 421) Port Orange
Info: (904) 760-4456

GETTIN' YOUR BIKE THERE

Did you get passed over for a promotion? Well then, by gawd, give yourself one! Call in sick as a dog while the shipping guys are rollin' your scoot into their truck. Then haul ass to the airport, laughing all the way! Or, fly down anyway and rent a scoot (and don't forget that extra lid, chief). What the hell, spend the money, go have some serious fun!

MOTORCYCLE SHIPPERS

Black Hills Harley-Davidson: (605) 342-9362
Rogers Trucking: (615) 451-4872
Auto Shipping International: Carson, Calif. (International only: (310) 544-0400, (800) 466-2744
Berklay Air Services: (800) 254-4422
D&D Motorcycle Service: (800) 282-0507
Federal Company: (800) 747-4100
Liberty Bike Shipping: (800) 640-4487
U.S. Express, Inc.: (800) 468-1012
Goldrush Motorsports: (702) 255-2808
AMTRAK: (800) USA-RAIL

MOTORCYCLE RENTALS

WEST COAST
(For the truly adventurous)
Western States Motorcycle Tours, Phoenix: (602) 943-9030
California Cruisers, Beverly Hills: (800) 289-9593
Route 66 Riders, Marina del Rey, Calif.: (310) 578-0112 or (888) WE-RENT-MC
Dubbelju Motorcycle Rentals, San Francisco: (415) 495-2774
North American Tours, Las Vegas: (702) 434-0200
Adventure Motorcycle Tours, Las Vegas: (702) 644-7600
Ride The Dream, Inc., Santa Fe, N.M.: (800) 460-9575

EAST COAST
(For those already there)
Street Eagle Motorcycle Rentals, Largo, Fla.: (813) 524-7999
Image Rentals, Orlando, Fla.: (407) 855-6325
Rolling Thunder Rentals, Ft. Lauderdale, Fla.: (305) 441-0952
Budget Rentals: Daytona, Fla.: (888) RENT-HD3
Eagle Rider Motorcycle Rental, Orlando, Fla.: (800) 501-TOUR
Rebel Motorcycle Rental: (888) SD-REBEL

TOWING/BROS CLUB SERVICE

Hey, it happens. A broken wire, a flat tire, an empty tank ... hell no, ya don't expect this crap to happen, but when it does, a road call to (800) 325-9028 can make what's wrong right again, pronto. BROS Club membership is available by calling (800) 547-2767. Don't wait until she's flaggin' down a cab to figure out who coulda prevented that little departure.

WHERE TO PARK IT

The really good news about Biketoberfest is that, unlike Bike Week, you can find a place to stay with a fraction of the hassle. It's still a party, but without the 300,000 mind-numbing, elbow-to-elbow crowds. You wanna camp? No skeeters this time of year. You wanna hotel it? How does a vacant Jacuzzi sound at about 2 a.m., shared with your newfound two-legged party favor friend? Read on, and whip out the plastic. →

Campgrounds

ABATE of Florida
Info: (407) 668-5006

Coastal Oaks Recreation Association
Info: (800) 741-0124

Crazyhorse Campgrounds & Saloons
Info: (888) GET-CRAZY or (888) 438-2729

Daytona Beach Campground
Info: (904) 761-2663

Kampgrounds of America (KOA)
Info: (904) 755-3996

Bike-only Camping/Daytona 200 MC Clubhouse
Info: (904) 672-3927

Sunshine Holiday Camper Resort
Info: (904) 672-3045

Hotels, Motels, and No-Tells

(give her yer voice mail, for gawdsake ...)

Acapulco Inn
2505 S. Atlantic Ave., D.B.
(904) 761-2210

Adam's Mark Daytona Bch. Resort
100 N. Atlantic Ave., D.B.
(904) 254-8200

Aladdin Inn
2323 S. Atlantic Ave., D.B. Shores,
(904) 255-0476

Bahama House
2001 S. Atlantic Ave., D.B. Shores,
(904) 248-2001

Beachcomber Oceanfront Inn
2000 N. Atlantic Ave., D.B.
(904) 252-8513

Beacon by the Sea
1803 S. Atlantic Ave., D.B.
(904) 255-3619

Best Western Aku Tiki Inn
2225 S Atlantic Ave., D.B. Shores
(904) 252-9631

Best Western LaPlaya Resort
2500 N. Atlantic Ave., D.B.
(904) 672-0990

Best Western Mayan Beachfront
103 S. Ocean Ave., D.B.
(904) 252-0584

Capri Motel
832 N. Atlantic Ave., D.B.
(904) 252-2555

Captain's Quarters Inn
3711 S. Atlantic Ave., D.B.
(904) 767-3119

Casa Del Mar Beach Resort
621 S. Atlantic Ave., Ormond Beach
(904) 672-4550

Castaways Beach Resort
2043 S. Atlantic Ave. D.B. Shores
(904) 254-8480

Coquina Inn
544 S. Palmetto Ave., D.B.
(904) 254-4969

Coral Beach Motel
711 S. Atlantic Ave., Ormond Beach
(904) 677-4712

Days Inn Oceanfront Central
1909 S Atlantic Ave., D.B.
(904) 255-4492

Days Inn Tropical Seas Oceanfront Hotel
3357 S Atlantic Ave., D.B. Shores
(904) 767-8737

Daytona Beach Hilton Resort
2637 S. Atlantic Ave., D.B.
(904) 767-7350

Daytona Inns
219 S. Atlantic Ave., D.B.
(904) 252-3626

Daytona Welcome Center
616 S. Atlantic Ave., Ormond Beach
(904) 767-5620

Del Aire Motel
744 N. Atlantic Ave., D.B.
(904) 252-2563

El Caribe Motel
2125 S. Atlantic Ave., D.B.
(904) 252-1558

Esquire Motel
422 N. Atlantic Ave., D.B.
(904) 255-3601

Fountain Beach Resort
313 S. Atlantic Ave., D.B.
(904) 255-7491

Hawaiian Inn
2301 S. Atlantic Ave., D.B.
(904) 255-5411

Holiday Inn DeLand
350 E. Int'l Speedway Blvd., DeLand
(904) 738-5200

Holiday Inn Kennedy Space Center
4951 S. Washington Ave.,Titusville
(407) 269-2121

Holiday Inn Oceanfront
2560 N. Atlantic Ave., D.B.
(904) 672-1440

Holiday Inn SunSpree Resort
600 N. Atlantic Ave., D.B.
(904) 255-4471

Indian River Inn
1210 S. Riverside Dr., New Smyrna Beach
(904) 428-2491

Indigo Lakes Holiday Inn
2620 W. Int'l Speedway Blvd., D.B.
(904) 258-6333

Magic Carpet Motel
2601 S. Atlantic Ave., D.B.
(904) 767-7312

Majesty's Court-Fiesta Motel
999 N. Atlantic Ave., D.B.
(904) 252-1404

Ocean Jewels Club
935 S. Atlantic Ave., D.B.
(904) 252-2581

Ocean Sands Hotel
1024 N. Atlantic Ave., D.B.
(904) 255-1131

Ocean Villa Motel
828 N. Atlantic Ave., D.B.
(904) 252-4644

Oceans Eleven Resorts, Inc.
2025 S. Atlantic Ave., D.B. Shores
(904) 257-1950

Palm Circle Villas
2327 S Atlantic Ave., D.B.
(904) 255-4004

Palm Plaza Oceanfront Motel
3301 S Atlantic Ave.
D.B. Shores,(904) 767-1711

Perry's Ocean Edge
2209 S Atlantic Ave., D.B.
(904) 255-0581

Pier Side Inn
3703 S. Atlantic Ave., D.B.
(904) 767-4650

Ponce De Leon Motel
3425 S. Atlantic Ave., D.B.
(904) 767-1511

Quality Inn on the Beach
1615 S. Atlantic Ave., D.B.
(904) 255-0921

Ramada Inn Resort Oceanfront
2700 N. Atlantic Ave., D.B.
(904) 672-3770

Ramada Inn Speedway
1798 Int'l Speedway Blvd., D.B.
(904) 255-2422

Ramada Inn Surfside
3125 S. Atlantic Ave.
D.B. Shores, (904) 788-1000

Ramada Limited
1000 N. Atlantic Ave., D.B.
(904) 239-9795

Rodeway Inn Oceanfront
1299 S. Atlantic Ave., D.B.
(904) 255-4545

Sea Breeze Motel
1108 N. Atlantic Ave., D.B.
(904) 252-4363

Seagarden Inn
3161 S. Atlantic Ave., D.B.
(904) 761-2335

Seashore Motel
320 N. Atlantic Ave., D.B.
(904) 253-9708

Shoreline Motel
2435 S. Atlantic Ave., D.B. Shores
(904) 252-1692

Sun Viking Lodge
2411 S Atlantic Ave., D.B. Shores
(904) 252-6252

Super 8 - Speedway
2992 W. Int'l Speedway Blvd.,D.B.
(904) 253-0643

Super 8 - Speedway/Shivan, Inc.
1608 N. U.S. 1 Ormond Beach
(904) 672-6222

Treasure Island Inn
2025 S. Atlantic Ave., D.B. Shores
(904) 255-8371

Tropical Manor Motel
2237 S. Atlantic Ave., D.B. Shores
(904) 252-4920

Tropical Winds Oceanfront Hotel
1398 N. Atlantic Ave., D.B.
(904) 258-1016

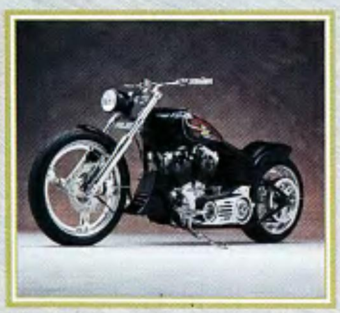
Villager Lodge
700 N. Atlantic Ave., D.B.
(904) 255-3411

Whitehall Hotel
640 N. Atlantic Ave., D.B.
(904) 258-5435

CLOSING PEARLS OF WISDOM

Party hard, ride harder, and if ya do get lucky, slam the headboards in your hotel room and tell her to moan a lot just to fuck with your neighbors. Then walk out with your hair slicked back and your chest stuck waaayy the hell out, 'cause Biketoberfest ain't for the timid!

Easyriders® BIKE SHOW



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HERE'S HOW TO REGISTER:
1. Call 1-800-962-9857 and request an application.
2. Return application with entry fee before deadline.
3. Show up, check-in and best of luck.

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DALLAS MARKET HALL

NEW LOCATION
NOVEMBER 7, 1998
CHICAGO, ILLINOIS
VILLA PARK
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NOVEMBER 21, 1998
ATLANTA, GEORGIA
GEORGIA INTERNATIONAL
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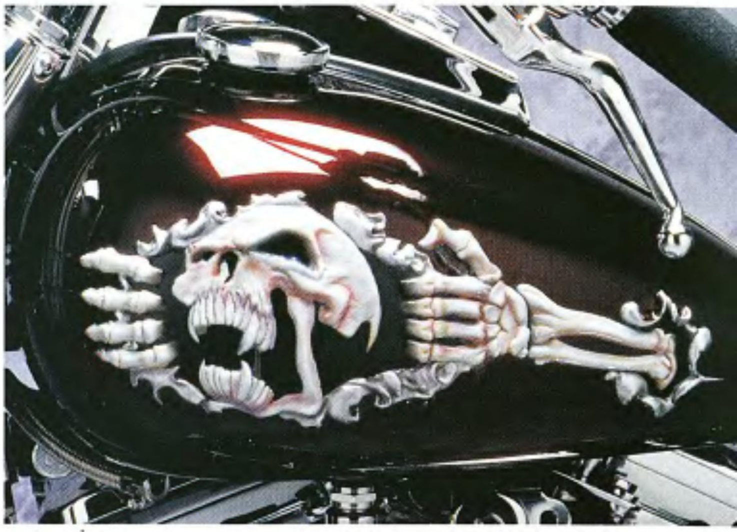

What a way to get attention. A bony, sinewy spine rips through the metal center seam of the top side of a motorcycle tank, each vertebrae carefully crafted in detail to resemble the real thing. A set of bare, anatomically correct ribs hugs the sides of the steel torso of a tank. Glide your palm over the tank and the grainy, scaly imperfections of the bone tickle your skin. Feast your eyes on yet another tank and you see a skeleton busting out from the inside. This isn't your average 3-D artwork. "This goes way beyond 3-D," insists creator Walt Woodson. "It's the fourth dimension."

Woodson calls his unique style of graphics "Skulptigraph." "It looks as if the graphic is coming out of the metal. I don't call it 3-D because 3-D is one form of a flat paint job." The 36-year-old artisan proudly shows off his photo album containing pictures of the 20 or so motorcycles on which he's worked over the past year and a half. "I've gone one step further applying my graphics to the surface and then blending them in with the paint. That's why I call it the fourth dimension."

An auto body technician by trade, Woodson discovered he could use a bondo-like substance to create graphics

S K U L P T

that bond to bare metal. He first sketches the design on paper, which could be anything from a skull, a dragon, an eagle, a snake, flames, a horse, you name it. Woodson says if he can draw it, he can sculpt it. Then he, along with his head sculptor John Elsebusch, bring the sketch to life carefully molding the compound and carving out intricate details that will have you doing a double take. One tank on which Woodson worked has a skull protruding from it with an eyeball flying out from the skull. The eyeball actually has veins popping out of it. And it looks real, not like some fake eyeball you'd buy in a Halloween shop. "It's the attention to detail," Woodson says, "that blows people away. We can make a strand of hair look like a strand of hair."

Photos: Markus Cuff

The price tag for these custom tank and fender graphics varies depending on the complexity of the design. A simple raised eagle will run around $1,500. A more complex design like a dragon that slinks in and out of your fenders and tank costs about $5,000.

You can contact Walt Woodson at W.W Custom Cycles and Painting 12926 Saticoy St. Unit 5, North Hollywood, CA 91605; (818) 503-5903, (818) 503-0730.

—Montana Gen

I G R A P H

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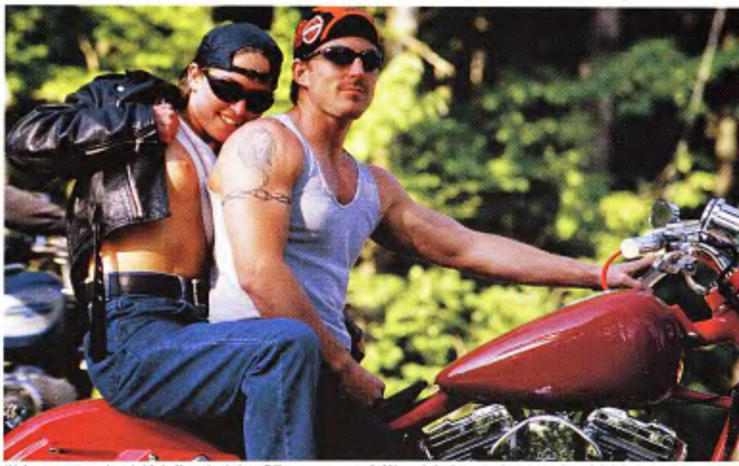
Steel steeds navigate Native lands. —*Mike Lichter, The Badlands, S.D.*

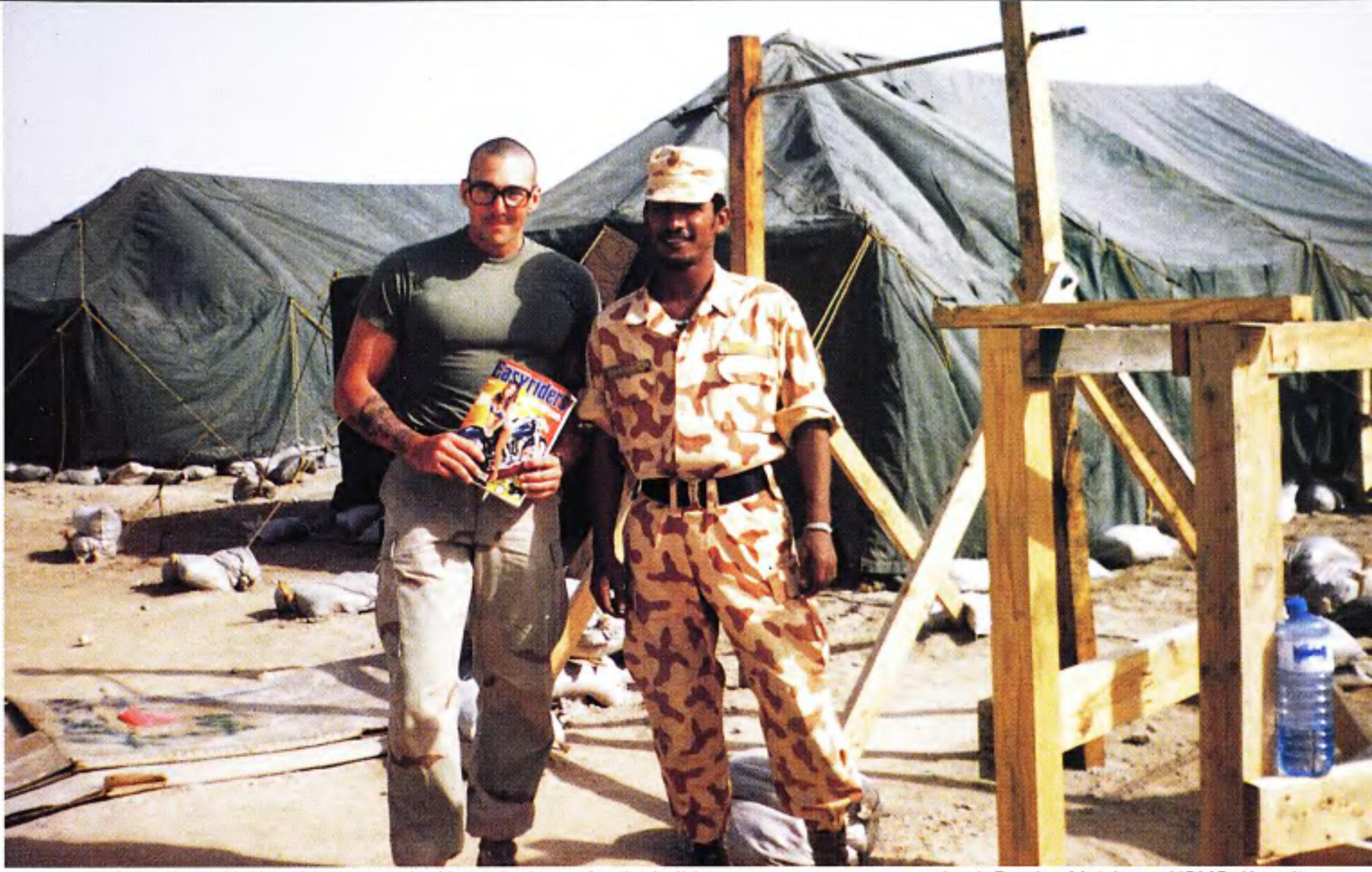
Flyin' free with the wind in middle America. —*Mike Lichter, Iowa Freedom Rally*

Ol' Blue's got a new rider. —*Clint Armentor, Groves, Texas*

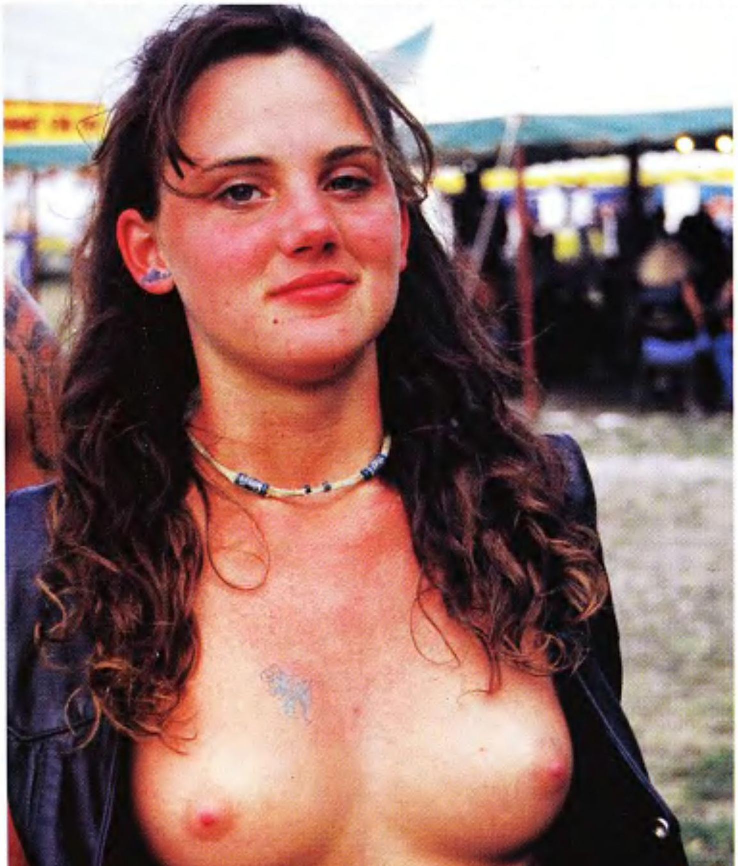


"Honey, mind if I flash him?" —*Mike Lichter, Laconia, N.H.*

No smiles required. —*Cyclops, Weirs Beach, N.H.*

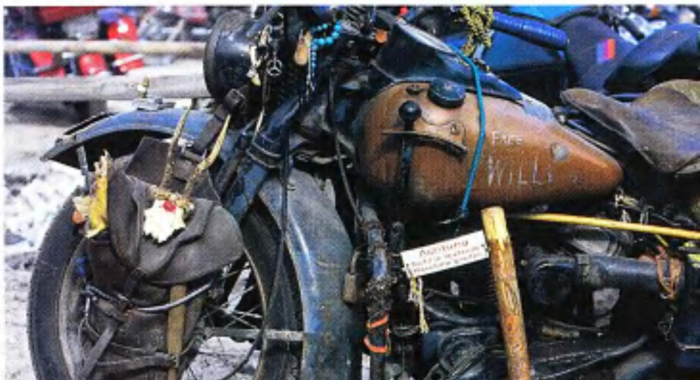


U.S. Marine with Kuwaiti commando. Not quite home for the holidays. *—Lcpl. Damian Matsinger, USMC, Kuwait*

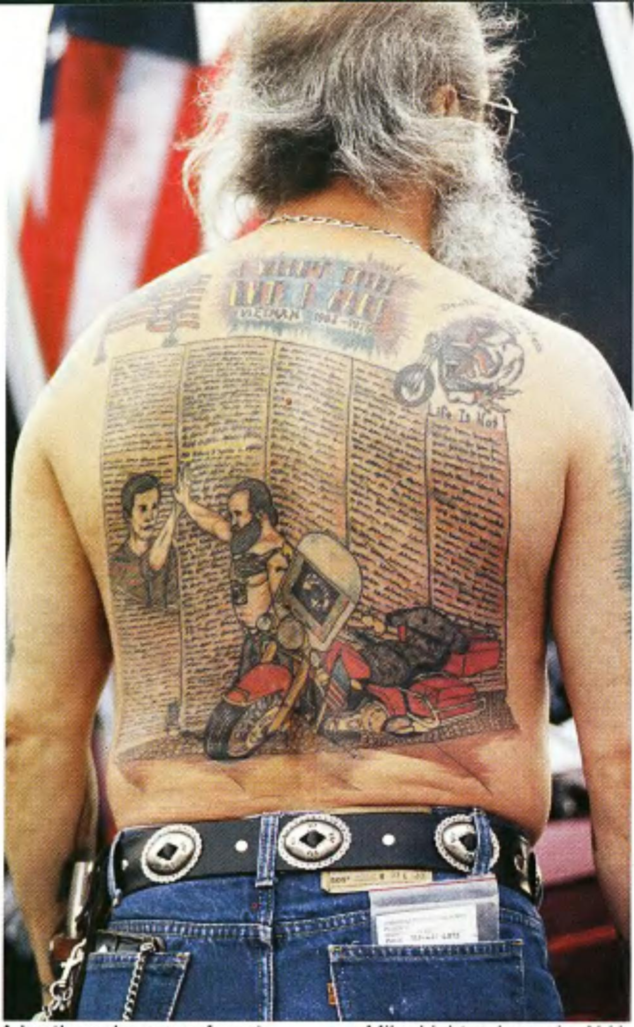


Kristina's tasty tit bits. *—Dennis Surrarer, Chillicothe, Ohio*

Last day of freedom. *—Vinnie Pennatto, Stamford, Conn.*



Willi Miller's rat. *—J. Michael Johnson, Iron Horse Saloon '97*



A brother who never forgets. —*Mike Lichter, Laconia, N.H.*

Maximum pleasure position. —*J. Michael Johnson, Daytona '97*

Her white knight ride. —*J.Michael Johnson, Daytona '97*

Lettin' it all hang out. —*Fast Eddie, Chillicothe, Ohio*

François Shetelat and Jill Zorn. —*Kim Peterson, Daytona '98*

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints (any size) and color slides (35mm, 2-1/4, 6 x 7, or 4 x 5). Whether it's the exhilaration of a dude and his chick flyin' down the road, the let-it-all-hang-out exuberance of a biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. (Oh, yeah—we now pay $100 for every full-page color photo, $50 for half-page color photos, $40 for color photos printed smaller than half-page and $30 for each black-and-white picture printed.) Please label all the photographs you send to us with your name and address. Also, if you want your photos returned, please include a self-addressed, stamped envelope (SASE). So, mail your photos to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000.

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Daytona Beach, FL 904-238-1645
Ft. Lauderdale (coming soon)

Atlanta, GA 770-914-6076
Columbus, GA 706-321-1755
Chicago, IL 847-506-1234
Merrillville, IN 219-736-BIKE
New Orleans, LA 504-887-6968
Gaithersburg, MD 301-670-4644
Detroit, MI 810-783-7300

Minneapolis, MN 612-340-0400
St. Louis, MO 314-230-6400
Charlotte, NC 704-529-5947
Greensboro, NC 910-292-4262
Albuquerque, NM 505-830-EASY
Las Vegas, NV 702-368-7808
Reno, NV 702-322-2250

Cincinnati 513-860-EASY
Cleveland, OH 216-241-7800
Columbus, OH 614-224-9400
Tulsa, OK (coming soon)
Myrtle Beach, SC 803-236-BIKE
Sturgis, SD 605-347-4595
Memphis, TN 901-382-2733

Dallas, TX 214-357-0707
Houston, TX 281-752-6966
Salt Lake City, UT (coming soon)
Bellevue, WA 425-635-0993
Cambridge, Ontario 519-650-EASY

visit us at www.easyriders.com

SINKIN' MONEY

AIN'T IT THE TRUTH?

"You got that right," the veteran bike builder said, guffawing in appreciation. He was pointing at Michael Hine's green-themed custom, more particularly at the hundred dollar bills disappearing into the bike. "Ain't it the truth?"

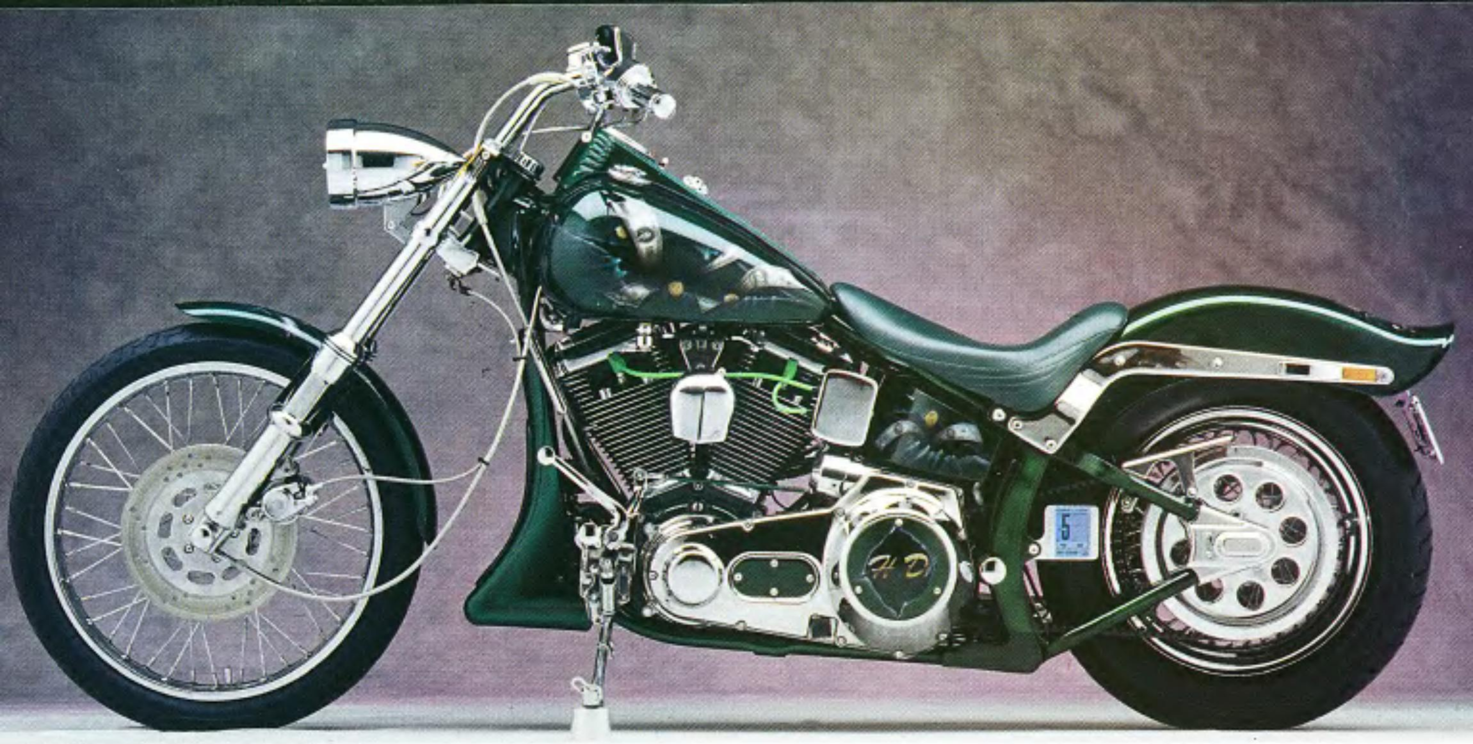
Maybe the experienced old vet understood that, but when Michael first purchased this bike as an '88 Softail custom, he was as green as, well, the eventual color of his bike. He rode the stock Softail around for a while, but it wasn't long before he felt the overpowering need to personalize his machine. That's when he started to understand what so many customizers already knew too well.

"Let me explain what those Harley-Davidson initials *really* stand for," a helpful counterman told Michael. "See, when you first buy the bike, they represent all the Hard Dollars you had to earn. Then when you decide to customize your bike, why, you'll need plenty of these ..." He whipped out a crisp new $100 bill.

Michael knows all about earning those hard dollars. He started his own painting and drywall business 10 years ago, from nothing. He drove up to his first job in the only vehicle he owned, a '75 Corvette, with six gallons of paint, a roller, and a drop cloth stacked in the passenger seat. On his third job he had to borrow a friend's Impala 'cause he couldn't fit any drywall into his Corvette. →

M.H.

100
100



Business has improved quite a bit since then. But the wise old counterman's words gave Michael both a name for his bike and a theme for the paint job—because if he was going to be sinkin' money into this project, he wanted it to show.

With the fenders and tank completed, Michael did what any proud owner would do—he entered his bike in a local show.

"I won a trophy," he says, "and I realized I wanted more!" So he had Dean's Harley-Davidson rip everything out for more powdercoating and chroming. That lead to more trophies, 63 in eight months to be exact, including second Best of Show at *Easyriders* Philadelphia Bike Show.

And to answer your question—yeah, if the show's close enough, Michael Hines rides in. "Hey," he says, "if I'm sinkin' money into my bike, I'm gonna enjoy it in every way possible."

—Southern Connection

Owner: Michael Hines
City: Chalfont, Pennsylvania

General
Fabrication: Dean's H-D, U.S. Cycle, Simon's Pro Performance
Year/make: 1988 H-D
Model: Softail
Assembly: Dean's
Chroming: Dean's H-D

Engine
Year/model: 1988 Evo
Rebuilder: Dean's
Ignition: stock
Displacement: 80 cubic inches
Lower end: factory
Pistons: H-D
Cases: stock
Heads: H-D, powdercoated trim
Cam: factory
Carb(s): Screamin' Eagle
Pipes: Custom Chrome

Transmission
Year: 1988
Modifications: powdercoated case

Paint
Molding: Rick's Super Paint
Painter: Rick's
Color: four shades of emerald green
Special paint: graphics by Rick

Frame
Year/builder: 1988 H-D
Shocks: Progressive Suspension

Accessories
Bars: Carlini
Handlebar controls: Custom Chrome
Fenders: H-D
Headlight: Arlen Ness
Taillight: factory
Speedo: Custom Chrome
Dash: Custom Chrome
Pegs: Landmark
Foot controls: Landmark
Electrics: 12-volt
Gas tank: 5-gallon
Oil tank: wraparound
Oil system: H-D
Seat: Corbin
Mirrors: Mirage
Grips: Landmark

Forks
Type: wide glide
Builder: H-D
Modifications: chromed

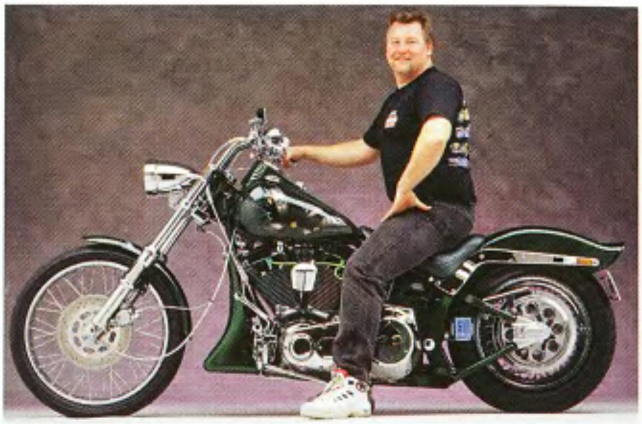
Wheels

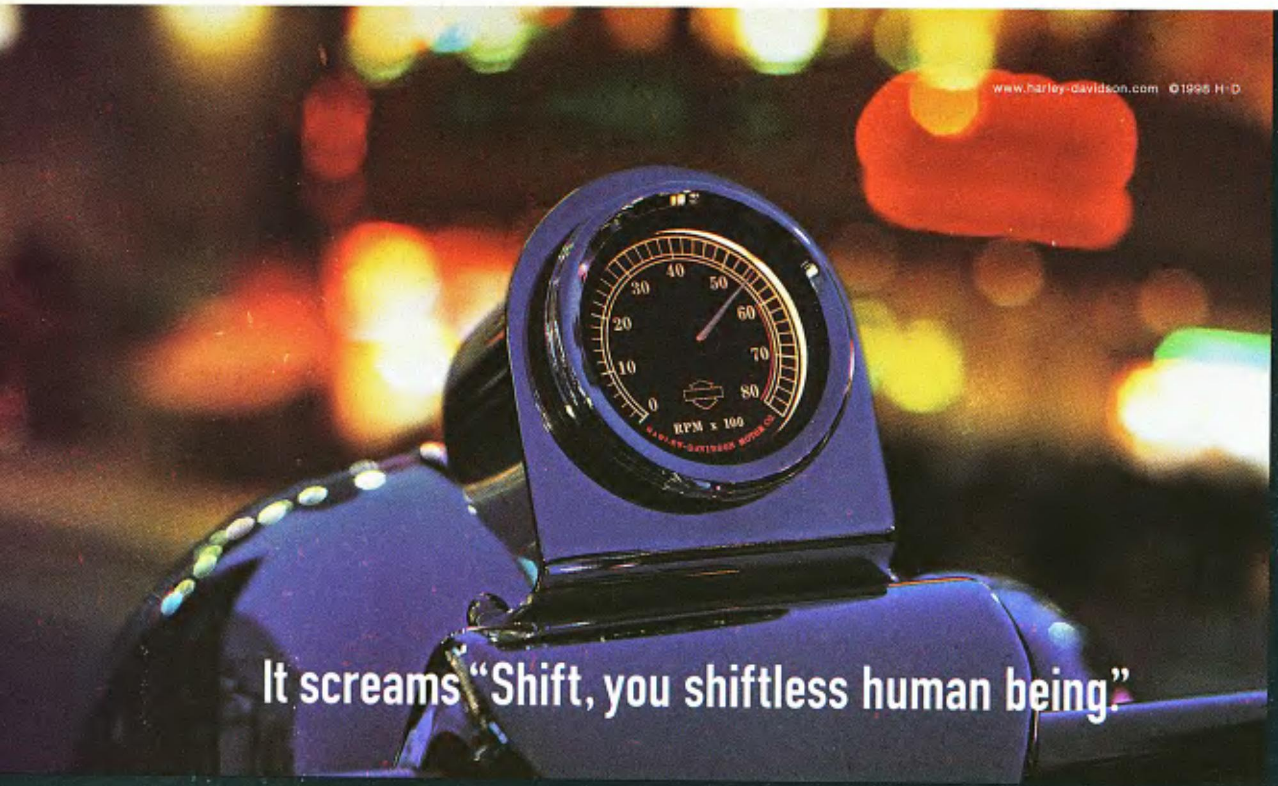
Front
Type: H-D, chromed hub
Size: 21-inch
Tire: Dunlop
Brake: H-D

Rear
Type: H-D, powdercoated hub
Size: 16-inch
Tire: Dunlop
Brake: factory

Photos: Michael Lichter

2ND BEST OF SHOW
Easyriders Bike Show Tour Philadelphia, Pa., Dec. 13, 1997. Owner is eligible to compete in the $35,000 Invitational Show, Columbus, Ohio, February 1999.





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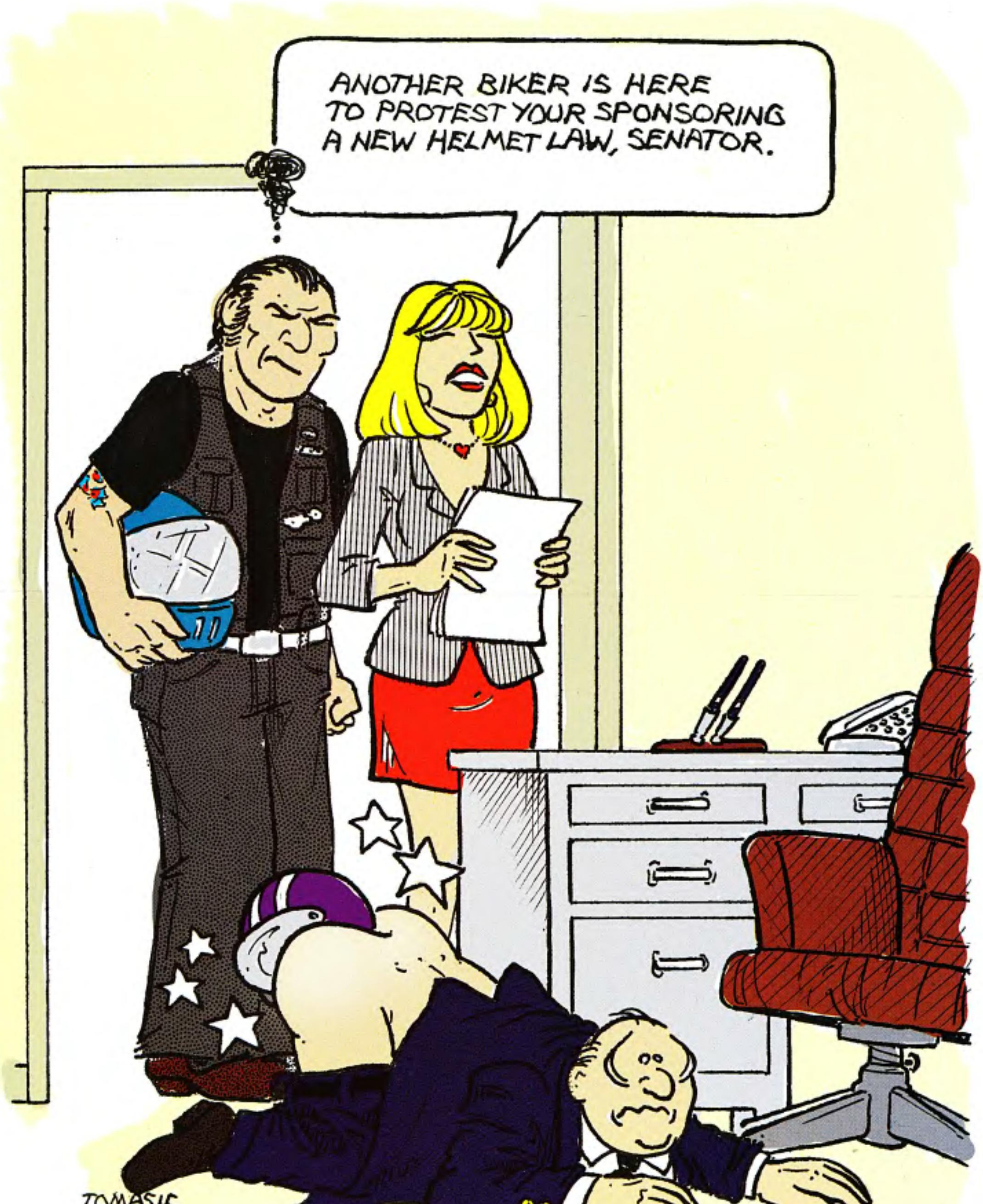
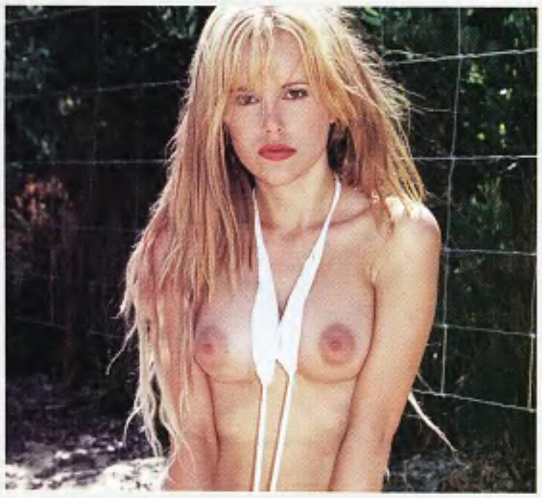

ANOTHER BIKER IS HERE TO PROTEST YOUR SPONSORING A NEW HELMET LAW, SENATOR.
TOMASIC

Meet May's Winner

We done plucked us a country girl this month, bros. And this pumpkin's no bumpkin either. Dawn holds down two jobs. By day she's the office manager at an insurance company in Indianapolis, and when the sun goes down, Dawn trades in her business suit for a bustier, g-string, and heels when she gets onstage at P.T.'s Show Club and dances off the stress of the day. An unabashed, self-confirmed down-home country girl, Dawn loves the music of Reba McEntire, her personal anthem being Reba's "Fancy," a tune about a hard-knocks gal who moves to the city and fools the city slickers with her guile. Just like Dawn. She was thrilled to do a barn scene for her shoot. It reminded her of being a young girl and riding with her uncles. Back in junior high Dawn did a little runway modeling and after this shoot got the itch again. She had a good time "playin' dress up," even did her own makeup. More than anything, though, she dreams of puttin' a Hog at sunset on a beach in Florida. See Dawn roll in the hay with Denny Williams' classic 1959 Pan on page 99.

—Loudmouth



Octavia – New South Wales, Australia

#1001

Monica – Pennsylvania

#1002

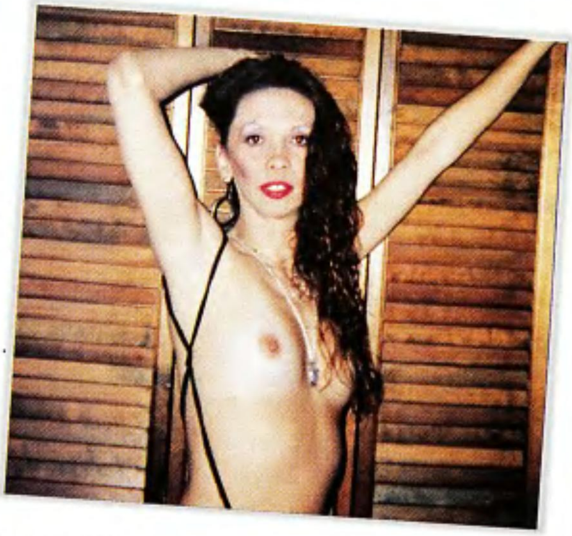
"My first ride was sensational, exhilarating, and dangerous ... but well worth it."

"I was in high school, and we cut class to ride all day to our favorite 'parking space'."

Sonja – Maryland

#1003

"It introduced me to the Easyriders lifestyle, one that keeps me coming back for more."



Penny – Florida

#1004

"It was thrilling. The air blowing through my hair and the powerful vibration was breathtaking. All I know is I want more!"

Karen – Kansas

#1005

"It was a Hog and I had to sit on the gas tank to reach the handlebars in order to drive it."

Amanda – New York

#1006

"After taking my first ride on a Harley-Davidson, I have only one regret—I can never seem to get enough!"

FoxHunt

Ladies, make $500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!

OK, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders!* We're hunting for the best-looking, real-live, bike-lovin' babes to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get $150 for sending in the photo; the cutie gets $350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole $500!) We'll even throw in round-trip airfare and deluxe accommodations at a hotel Spider doesn't know about (or isn't allowed into) and maybe—just maybe—even a ride on one of our Hogs.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders.*

Applicants must be 18 years of age or older to be considered. The following documents are required of each Fox Hunt entrant:

1. Entry photos (nude). No Polaroids!
2. The release form on this page signed and a photocopy of model's driver's license.
3. A photograph of the model holding the signed release form and her driver's license.

Ladies, one last favor. In your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photos must be black-and-white prints, color prints, or color slides—no negatives and no Polaroids. Sorry, absolutely no photos can be returned without a self-addressed stamped envelope (SASE); all entries become the property of *Easyriders.*

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it to #304 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you can begin sending in your votes September 1, 1998. The voting deadline for this month's crop of cuties is September 30, 1998. We'll print the winner in the February 1999 issue.

Here she is, bros, the June 1998 winner in our monthly Fox Hunt, Kristen, #602, from Fresno, California. See more of her next issue.

304

FOX HUNT
P.O. Box 3000,
Agoura Hills, CA
91376-3000

I hereby give *Easyriders* magazine, its successors and assigns, and those acting under its permission or upon its authority, permission to copyright and/or publish any photograph of myself with or without using my name, and to keep changes in or additions to such photographs, portraits, in such manner as shall seem proper to their use. I also understand that editorial matter will accompany these photos. I certify that I am of full age (18) and am possessed of full legal capacity to execute the foregoing authorization.a I further agree that if I am selected, that for valuable consideration this will serve (along with other model releases I will sign) as permission to publish photos from the *Easyriders* photo session.

Model's Name ______________________
Address ______________________
City __________ State __________ Zip __________
Daytime Phone (   ) __________ Evening Phone (   ) __________
I am _____ years of age, born ______________________
I will pose Full Nude ______________________
Model's Signature ______________________

Photographer's Name ______________________
Address ______________________
City __________ State __________ Zip __________
Daytime Phone (   ) __________ Evening Phone (   ) __________
Photographer's Signature ______________________

Don't forget to vote! These girls are depending on you!

Send a photocopy of your picture I.D.that shows your signature and photo.

In the space below, or on a separate page, tell the staff about your first ride on a Harley.

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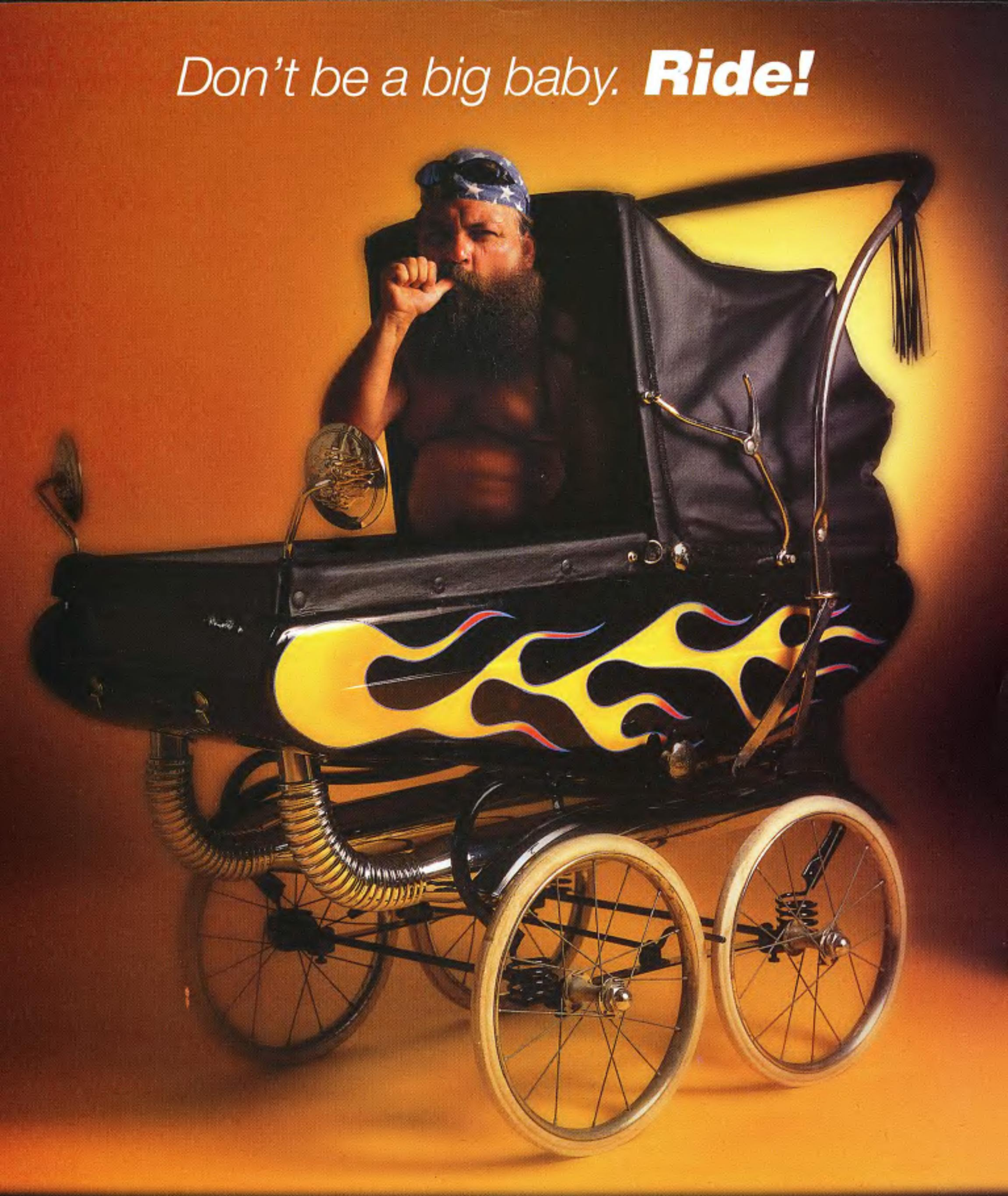

RIDE

The largest charity ride on the East Coast happens in Atlanta this fall. It's three days of music, food, parties, celebrities and friends. It's 17 miles of chrome and leather. It's big. It's bad. And it's loud. It's the March of Dimes Ride for Healthier Babies, September 25, 26, and 27th. It's fun. It's for a great cause. Helping babies grow up to live normal, healthy lives. (Above model not included). To Ride, call. 404-350-9800.

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A Mini-Daytona Without the Sardine Effect

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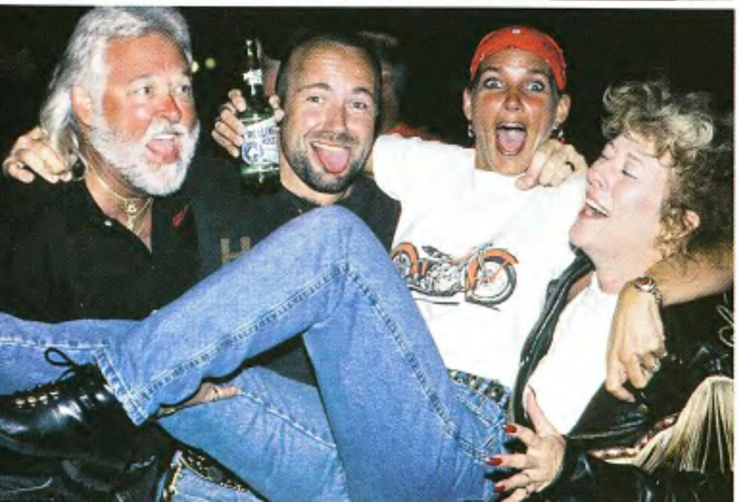
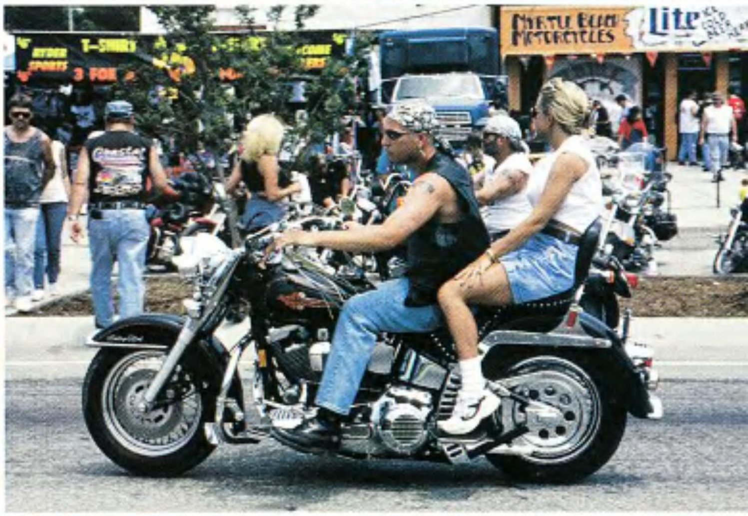
myrtle beach '98

It's a strange wind billowing past your heart from time to time. Like a whiff of fresh perfume wafting over your shoulder in a dark nightclub. Like eye-to-eye contact with a pale dream wearing a dress powdercoated to her supple form. Like a tumble of auburn hair that brushes your shoulder, and you know from her first word that you're toast. →

CAFE



MIKE
CRAWFORD
DESIGNS
FABRICATIONS

MYRTLE BEACH MOTORCYCLES
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MOTORCYCLES

So what's that got to do with Myrtle Beach and bikes? About as much as a first tank of gas to a new motorcycle. Riding and building customized bikes is a lifestyle all about love and passion. It dribbles out of the amber bottle in many forms—the soft shape of a woman's breast, the sound of your first custom firing up, the smell of flapjacks on the griddle that first morning after your first major run. It's all about the rush.

Take, for instance, this weekend in South Carolina. For one particular woman, it was her first experience in Myrtle Beach, and the kinder, gentler event fit for families. She flew there from California, but a long, red chopper awaited the arrival of those tall, shapely legs as she strutted her amber-topped stuff off the plane. For the narrow-waisted beauty with the ample chest and green eyes, passion took two forms—love for the man she worked so hard to capture, and for the adrenaline-pumping excitement of escaping to Myrtle Beach for the first time.

Behind the scenes, another element of passion was growing. A man whose entire family works for this company had a dream. That dream was to create the first *Easyriders* nightclub. Leon Hatcher made that dream come true with the *Easyriders* Cafe at Broadway By The Beach, then enhanced it this year by building the Myrtle Beach *Easyriders* store on Highway 501, near Conway.

The biker nightclub with the *Easyriders* Streamliner vibrating above the polished diamond-plate aluminum bar like a rocket ship, the flamed walls, and the scooters mounted on the awnings outside proclaimed Leon's dream—and the joint was packed. Broadway By The Beach is the hottest location in town, with an uptown pyramid Hard Rock Cafe erected next to the *Easyriders* Cafe, along with Gilley's, Crab Pot, Lander's, Planet Hollywood, and numerous other hot spots and restaurants, enough to feed an army of bikers on the prowl. The area is a nonstop party, and the merchants kicked it up a notch with concerts starring Molly Hatchet and Brian Howe (formerly of Bad Company) on Friday night and Chuck Negron, the voice of Three Dog Night, on Saturday. And, that's not all. Since Leon opened the nightclub, the local shopkeepers and club owners suggested he bring along some of our closest friends. The staff responded by inviting some of the most involved vendors in the industry to display their wares along the long Broadway walks, leading riders from one restaurant to the next rockin' bar. Representatives from Legends, Arlen Ness, Milwaukee Iron, Russell Performance, Crane Cams, Titan, Panzer, Accel, Performance Machine, Compu-Fire, TP, Headwinds, Hallcraft's, Big Dog, RC Components, Samson, Edelbrock, S&S, Eric Herrmann, and Mahogany Elite entertained and educated riders about their products.

So the long-legged lass from the West Coast got a taste of the massive custom market, and her desire to customize her FXR at home was further stimulated.

"Rookie."

But she no sooner sucked up the latest technology than the stretched crimson chopper whisked her to the beach, where the Atlantic slapped the sand and miles and miles of hotels stood as tourist beacons along the coast. When bikers weren't on the beach catchin' rays, they lined up their rickety lawn chairs along the parking lots to watch the river of scooters cruise by.

Red, with her feet perched high on her man's shock mounts, watched for a party respite where they downed a couple of brews, then headed out of town to catch Highway 17 toward Murrells Inlet and the area's Harley shop. The traffic was spoke to spoke as they pulled into the parking lot, doused themselves in salty lemonade, and added one more Harley watch to her man's collection. As they wandered through the jerky vendors and laser etching machines, something came over them. Perhaps it was a tantalizing girl in a tight bikini top, or a buff dude, but suddenly they needed to find a bed, so they split.

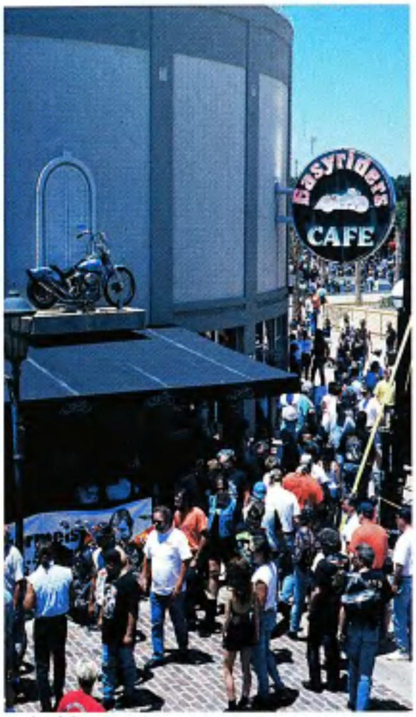
Photos: Pat Randle

The party never stopped at the *ER* cafe...

Ah, but there was time in the afternoon to ride to the Convention Center to stroll through Harley's annual garage sale and check the new bikes offering demo rides. Then it was back to bed before dinner.

Friday, the sun launched them from the sheets to detail the red chopper and display it at the *Easyriders* Ride-in Bike Show at Broadway By The Beach. The impromptu show drew a large crowd, and some of the finest bikes from the surrounding states. Between signing copies of his books, Bandit judged the bikes carefully. Ron Lewis took the top award with his 1997 Special Construction baby blue Evolution, built by Mike Crawford.

After the show, the two love-struck riders rolled into the sea of bikes in the surrounding parking lot and found Maiko and his Bartels'/*Easyriders*-sponsored mobile Dyno facility to test the touring chopper. Several members of the Boozefighters joined the onlookers to watch as the Dragon Coaster-built, Jesse James-created, 98-inch S&S motored, long-distance scoot was put to the test. Torque reached 98 foot-pounds, while the horsepower was lacking. Maiko



... inside or out.

rejetted the S&S carb and messed with the Accel timing. While the mill was in perfect adjustment, what was needed was some exhaust tuning. But that would have to wait—there were parties to attend and beds to rattle.

The next day was spent wrinkling sheets and cruising to the newly polished, stainless steel *Easyriders* store, watching the burnout contest out back and waiting for an opportunity to hit the sack again. Company trucks and displays from White Brothers, Big Dog, Bourget's, Edelbrock, Victory, Kerr Leathers, and Merch Machines surrounded the new, full-service shop. She needed a beauty nap and a co-ed shower before the pair could experience full-grown bikers making mincemeat out of each other at the *Easyriders* Demolition Derby rocking the stands Saturday night, as well as hitting the concert, making one final blast along the beach, and enjoying the *Easyriders* nightclub once again.

Sunday was a sad day, bags packed, watching those long legs stroll seductively to the airplane. It reminded the tall rider of a bluesy melody he heard in the '70s when he said good-bye to his first wife and rode to San Diego to hop a heavy cruiser for the South China Sea and another seven-month tour of duty. As he left her there and rode alone into the suddenly damp evening, he wondered when he would see her picturesque form, touch her satin skin, and kiss those ruby lips once more.

—Renegade

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1986 HARLEY-DAVIDSON
Stock #: UM209 **Model:** FXRD **Engine:** 1340 **Color:** Black
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1992 HARLEY-DAVIDSON
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Mileage: 7100 **Color:** White/w Flames
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1988 HARLEY-DAVIDSON
Stock # UM202 **Model:** XLS **Color:** Blue
Mileage: 18,638
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1952 HARLEY-DAVIDSON
Stock #: UM188 **Model:** FLH Stroker
Color: Blue Custom
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1992 HARLEY-DAVIDSON
Stock #: UM216 **Model:** FXRS
Mileage: 1340 **Color:** Black with flames
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1953 INDIAN CHIEF
Stock #: 2000 with side car **Mileage:** 30
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SerendiPandy what's meant to be rides back around

The venerable Panhead holds a special place in the hearts of Harley riders. Its sonorous V-twin tones evoke memories of yesteryear's open roads, helmetless highways beckoning the spirit of freedom, a time of post-war prosperity, a harkening to ...

Aw, jeez, knock it off with this mush, huh? Just get to the point.

Ooooh-kay ... Dennis Williams owns Williams Cycle in Bloomington, Indiana. He's surrounded by miles and miles of farmland laced with even more miles of clutter-free country roads. You can find barns with original tobacco company artwork on the full-face sides, preserved as a testament to ...

Hey!!! →

Whoops. So Dennis has been buying and rebuilding scoots since 1980 or so, when he first opened his one-man shop in Mitchell. In 1990, he brought his brother Gary on board as parts manager when they expanded and relocated the shop to Bloomington.

Now, Dennis has loved Pans forever. Accordingly, he's got more than a few regrets about letting some of his more choice samples go. So, when a friend from Kentucky shipped him a '59 Pan motor to be rebuilt, Dennis smelled an opportunity which promptly turned into a restoration feast. About a third of the way into the rebuild, Dennis bought the whole shootin' match off his buddy and started making the most of a second chance.

"I had a '60 I liked, but I sold it," Dennis lamented. "I couldn't find another one, and '59 was as close as I could find, so ..."

Fate's winding road led Dennis back to the heartbeat of an ailing Pan, desperately needing his restoration services to revive its gasping Linkert lung and proud 74-inch—

Yo!! Enough with the stinkin' mush, already!

Right. The '59 was the last year of the tin headlight and tin covers on forks. In 1960, the headlight was redesigned with cast aluminum and the tin fork covers were eliminated, both after a 10-year production run. In an effort to keep riders properly affixed to their scoot, a manual advance was activated by the left grip to advance the distributor. This kept the motor from kicking back and sending the unsuspecting rider

airborne. And, according to Dennis, there was never any warning. But in the early '60s, an automatic distributor was designed and implemented with built-in compensation.

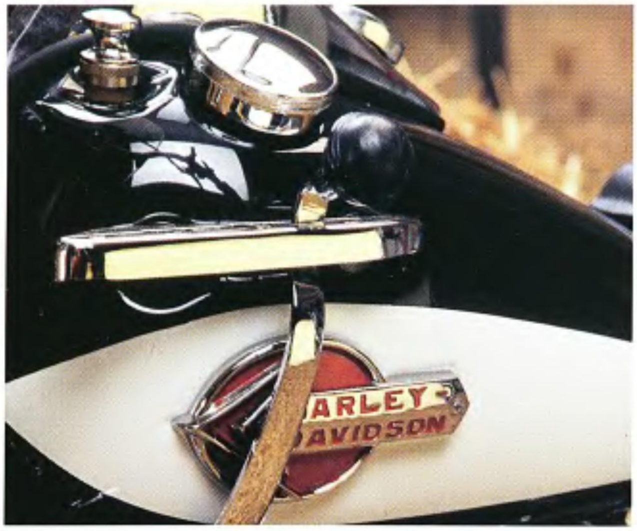
Further comfort and spinal relief was enhanced thanks to the second-year use of a swingarm, replacing the tried and true rigid rear in 1958. Sales soared and a new page of Harley design history was written, laying the groundwork for future generations of appreciative collectors who would see this design modification as ...

Moving right along, Dennis turned to Hannan's Machine Shop (Hayward, California) who reworked the heads for an eventual no-lead conversion. An Andrews B grind cam was added to give the Pan a little more kick in the performance curve. And just to be sure that the 74-inch classic didn't bail out on him (or increase the odds of a kick-back over the handlebars), Dennis had Cycle Electric upgrade the 6-volt system to 12 volts.

In closing, credit must go to Steve "Paint Boy" Thomas for laying down the stock black with white trim paint job, further enhancing the essence of all that lies dear in the hearts of die-hard Pan owners the world over. Not wanting to diminish its functional nature, Dennis eschews the notion of limiting its existence by singularly relegating it to the world of classic and antique bike show competitions. In fact, he lives by three words when thinking of his winter project Pan: "I'll ride it."

Now mush that.

—Captain Trash



Owner: Dennis Williams
City: Bloomington, Indiana

General

Fabrication: Williams Cycle
Year/make: 1959 Harley-Davidson
Model: FL
Assembly: Williams Cycle
Chroming: Brown's Plating

Engine

Year/model: 1959 Panhead
Rebuilder: Williams Cycle
Ignition: points
Displacement: 74-cubic inches
Lower end: Williams Cycle
Pistons: CCI, 9:1
Cases: H-D
Heads: H-D, reworked by Hannan's Machine Shop
Cam: Andrews B grind
Carb(s): Linkert
Pipes: 2-into-1, H-D
Modifications: balancing by Williams Cycle, JIMS hydraulic lifters,

Transmission

Year: 1959
Modifications: none

Paint

Molding: Steve "Paint Boy" Thomas
Painter: Steve "Paint Boy" Thomas
Color/type: black and white/urethane

Frame

Year/builder: 1959 H-D
Type: FL
Shocks: stock swingarm
Modifications: powercoated

Accessories

Bars: buckhorn
Handlebar controls: H-D
Fender(s): fatbob
Headlight: 6-inch H-D
Taillight: rectangular
Speedo: H-D
Dash: two-light
Pegs: H-D footboards
Electrics: converted to 12 volt (Cycle Electrics)
Foot controls: H-D
Gas tank: H-D (3.5 gallon handshift)
Oil tank: 3-quart H-D
Seat: solo, H-D
Mirrors: H-D original
Grips: rubber, H-D

Forks

Type: Duo-Glide
Builder: H-D
Modifications: refurbished

Wheels

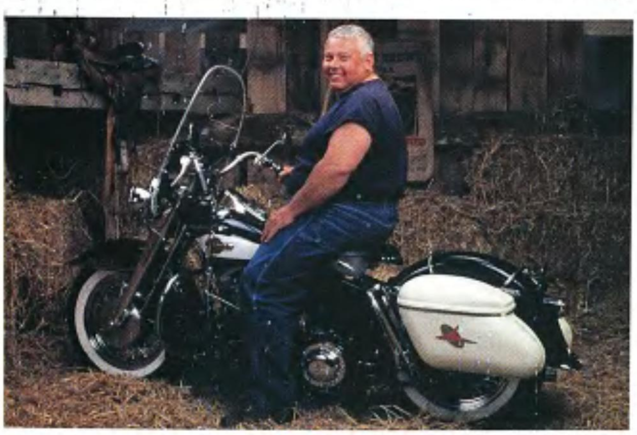
Front

Type: star
Size: 16-inch
Tire: Coker
Brake: drum

Rear

Type: star
Size: 16-inch
Tire: Coker
Brakes: hydraulic drum

Photos: Freewheelin' Photography



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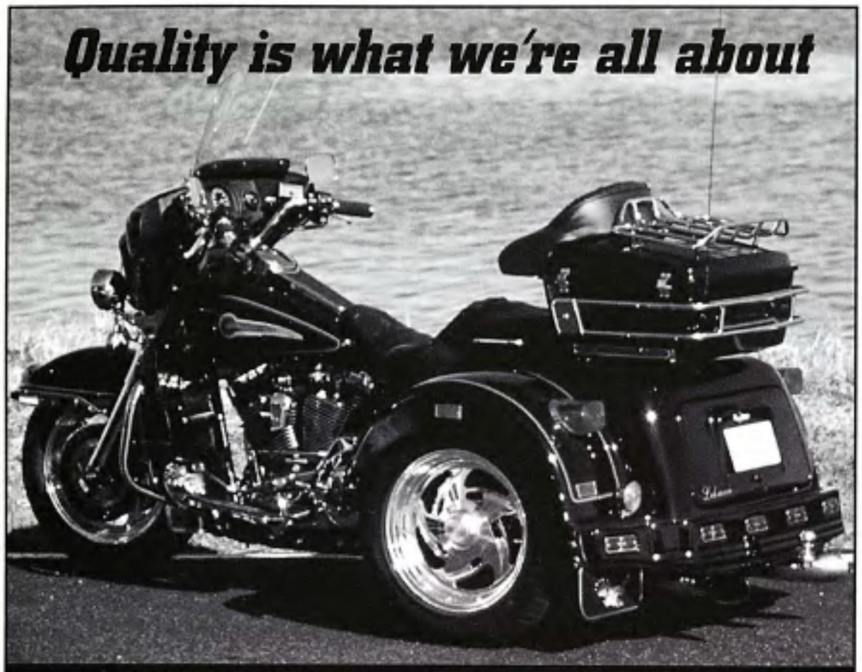

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From left: Dave, Jennie, and Dan Hanlon.

Big deal, you say—another factory. Well, put it this way: Five years ago this $30 million structure, all 160,000 square feet of it, existed nowhere but in the imagination of Dave and Dan Hanlon, a couple of farm boys with more vision than cash, but enough faith in their dream to buck seemingly insurmountable odds and write a whole new chapter in the history of motorcycling. It's a pretty good read, so pull on into the parking lot and take a little tour.

The first thing you notice inside is the several-storied glass-capped atrium deluging visitors with a shower of natural light. The warm-brick interior simulates an early 20th century street scene, complete with street lamps and a nostalgic storefront. Parked under the lamps are a 1931 Super X, a 1911 V-twin X, a 1909 Excelsior single, and a beautiful '29 Henderson in line four. Today something seems out of place, though; half-hidden to one side are a pile of old bricks, which are actually some of the scarred survivors of the original Chicago-based Excelsior-Henderson plant. Where they'll end up is anybody's guess, but they serve as another subtle reminder of the valued traditions this company calls its roots.

Pass the gift shop and head toward the rear. Three sets of frosted-glass double doors lead into the very heart of the beast—the factory floor. Swinging open the doors reveals another huge red X painted upon the pristine gray manufacturing floor. Except for the painting areas, everything is open and airy, brightened from above by numerous skylights.

As you watch the squads of engineers and technicians moving in a constantly diverse choreography, breathing life into a line of Excelsior-Henderson Super X's, a startling fact suddenly hits you: It's been close to half a century since more than one American-made mass-produced heavyweight motorcycle has fueled the imagination of riders. That's the page the Hanlons are writing, but perhaps more interestingly, this particular chapter was inspired by a little touch of boredom at the Sturgis Rally and Races in South Dakota.

Excelsior-Henderson's 160,000-sq-ft., state-of-the-art headquarters.

In the '20s, police departments relied on Excelsior-Henderson motorcycles.

STURGIS IS BORING?

"No, no," says Dave Hanlon in his soft Midwestern accent. "How can anyone be bored at Sturgis?" Point taken. But back in 1993 what struck the Hanlon brothers as boring was the same-old sameness of the thousands of motorcycles thundering around. There were Harleys and Harley clones. But what kind of choice was that for riders?

"In a way we were bored with the American motorcycle scene. It seemed everybody was riding one brand," Dave says. "So why were we all riding just Harleys? Because first of all it was the only American-made bike, and second no other bike satisfies the thirst of bikers like a Harley."

If the brothers were bored with the sameness of the motorcycle scene, they had also crested a series of plateaus in their professional lives. Dan was the former President and Chief Executive Officer of EverGreen Solutions, a company he created to manufacture his patented and ecologically friendly packaging-materials, replacing less biodegradable petroleum-based polystyrene foam. In 1993 his venture merged with another publicly-traded company and he was on the lookout for new challenges.

As for Dave, he had held various management positions in the commercial truck leasing industry for the last 17 years. As General Manager with a Fortune 500 leasing company he had guided his district in exceeding revenue and profit goals for eight straight years and had recently been named to The President's Club, his company's highest management award.

So that was the scene in 1993 as they styled down the main drag in downtown Sturgis—been there, done that ... now what? Restless with their lives, restless with the motorcycle scene, they decided to go after the biggest challenge they could dream of: They decided to create another American motorcycle company.

WHAT'S IN A NAME?

As seasoned veterans in the business world, Dave and Dan were savvy enough to understand they weren't exactly the only bikers who'd ever had this dream. What differentiated them was the totally methodical and calculated planning that went into this venture from the very beginning. What they understood inherently was that in order to compete successfully they had to have more than a big engine bolted between two wheels. They had to endow their creation with some sort of legacy, to reintroduce some sort of valued tradition. In searching for just such a name they decided to visit the past.

As longtime collectors they'd been to plenty of museums and attended countless antique meets. "But what we didn't understand was the strength of one brand over another from a pure marketing standpoint," Dave says.

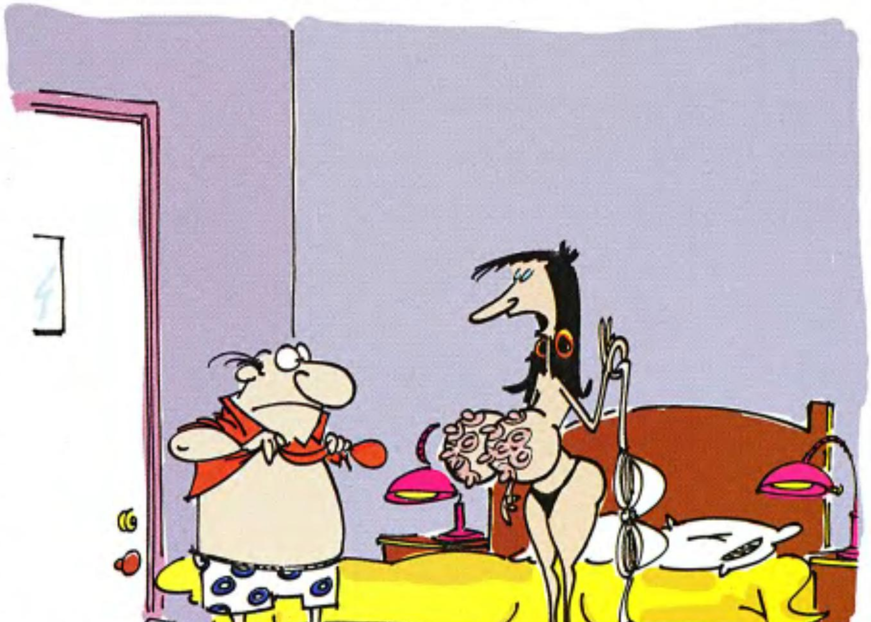
With some estimates counting as many as 200 different motorcycle brands appearing at one time or another during the early 20th century, the brothers had their task cut out for them with choices ranging from Ace to Yale. And in between there was the Autoped, the Buckeye, the Coleman, a Hafelfinger, a Mayo, the Flying Merkel, the Racycle and even a Schickel. With all due respect to the enthusiasts and collectors who keep these venerable names alive, could any of them inspire the tattoos and brand-loyalty that an American motorcycle needs to compete in today's marketplace?

The Hanlons didn't think so.

"It took about five months of research to finally find the right name," Dave explains. "Once we found the brands of Excelsior and Henderson we realized they were the best in the industry."

SO WHAT KIND OF HISTORY?

Founded in 1907, the Excelsior Motor Manufacturing and Supply Company's first bike was powered by a single-cylinder F-head motor. Excelsior →


"Hope you like nipples, sport."

Excelsior-Henderson's motorcycle museum.

introduced a 1000cc V-twin motorcycle in 1911, which was also the same year that cycling mogul Ignaz Schwinn—realizing the bright prospects for the industry—purchased the Chicago-based company.

Detroit-based Henderson Motorcycle Company manufactured motorcycles from 1912 through 1917 when the Henderson brothers sold out to Ignaz Schwinn, who added the 1918 Henderson to his lineup of Excelsior V-twins. It was Schwinn's vision and attention to quality that enabled Excelsior-Henderson to become one of the "Big Three" motorcycle manufacturing companies and successfully compete head to head with both Harley-Davidson and Indian.

Schwinn's legacy was remarkable. In 1914 he built the world's largest and most modern motorcycle manufacturing factory in the Windy City. At six stories tall it was one of the first all-concrete structures of its kind and even sported a test track on the roof.

Records fell by the wayside as Lee Humiston became the first daredevil to catapult his stock 61-inch X-Twin-powered Excelsior past 100 mph in 1912. A year later, Carl Clancy became the first biker to circle the globe on his Henderson four cylinder. Interestingly, because many of the roads back then were in such poor condition, Clancy rode a good portion of his trip along somewhat smoother railroad ties. In 1917, motorcycle racer Blick Wolter demonstrated the machine's potential for fun by twice riding around Los Angeles' highest roller coaster on his

Henderson Deluxe. Trans-Atlantic flying ace Charles Lindbergh owned a Big X. His friend auto-magnate Henry Ford owned a 1917 Henderson. Police departments nationwide were using the speed and reliability of the motorcycles to rein in the wave of bootlegging and bank robbery sweeping the nation.

The future couldn't have looked sunnier ... until the devastating storm of the Great Depression hit. Business rapidly sank and legend has it that one day in 1931, Ignaz Schwinn simply walked into the boardroom and said, "Gentlemen, today we stop."

—Mark Petterson

Part Two of the new Excelsior-Henderson story will conclude in our next issue (November 1998, #305), along with the latest on the Hanlon's latest model, which debuted at Sturgis.

Excelsior-Henderson's lobby motif blends the past with the present.

Pioneer Number Three

At 60 years young, Jim Kersting was about to fulfill a dream he'd had since he was eight and had wandered through a local county fair. Back then he'd curiously followed the sound of a thunderous roar mixed in with a cheering crowd to an attraction he'd never seen before. "It was called The Wall of Death, and I vowed that one day I'd be manhandling a beast like that around," he recalls.

It took a bit longer than he anticipated, but when Jim got word that a retiring daredevil in a neighboring state was interested in selling a similar attraction, Jim sent for the promotional video tape. And then his wife got wind of it all.

"Are you okay?" she asked him in a dead-serious tone of voice. When he nodded she shot back: "Well what do you think our boys will want to do if you get that thing?" In the interest of continuing marital harmony the tape went back the same day.

Jim operates Kersting's Cycle Center in Winnemac, Indiana, and has been a Harley dealer for more than 37 years. He's a former flattrack racer and avid bike collector with close to 100 antique gems, all in running condition. "It'd be easier telling you what I don't have," he says, reeling off a quick inventory covering everything from Ariels to Neracars. Not to mention a few old Excelsiors and Hendersons, naturally.

Jim first heard about the new Excelsior-Henderson about four years ago from a friend who was surprised he wasn't already involved. He spoke with the Hanlons a couple of times and finally went out to view their prototype. But it wasn't the machine that impressed him the most, it was the people. "What I really liked about the company was not only Dave and Dan," Jim says, "but the entire team they put together who are so very dedicated and involved."

When Jim was offered the chance to become one of the first 10 Pioneer Dealers, number three to be exact, he accepted. "They were looking for people who were not just in this business to make the most money," Jim explains. "They wanted people who understood motorcycles and riders and were looking to stick with this for the long haul."

But behind the people involved with Excelsior-Henderson is a machine that Jim likes, too. "I've seen the inside of the engine and it looks awfully good to me," he says. "I like everything from the head design, to the pistons, to the configuration of the connecting rods, to the mammoth main bearings."

By late spring Jim had a waiting list of 16 serious buyers —some as far away as 150 miles—that seem to call daily with the one important query of how soon they could come in for a new Super X. Jim expects the answer will be in October, but he wants one fact made crystal clear: "Just remember that the first bike will be mine."

Here are two of the most wearable fashion items for the woman rider. Starting with the fringed vest that flatters your figure with leather lace-up side adjustments and a zip up front, you'll see the difference in the looks you get. Don't stop there, show off those great legs in the sexy five pocket shorts made for comfort and durability. Put them together and you're unstoppable. Both are available in sizes SM-XL.

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Once more, **Easyriders** magazine dips deep into the crusty sack of biker lore to dare to ask the unaskable: "What makes a biker a biker?" If we had a nickel for every time we've been asked this fathomless query ...

Last issue we gave you 50 ways to tell if you are a bonafide biker, such as if you are so obsessed with motorcycles that you name your kids Harley and Davidson.

A letter poured in from Milt Guano of Lost Nad, Nebraska, who wrote:

Dear Easyriders,

I am so uncontrollably obsessed with scooters that my knees knock every time I hear a V-twin in the distance. My dogs are all named after Harley engines; Knucklehead passed away last summer. True to his name, he overheated and leaked a lot. I really enjoyed your bit called "You Might Be A Bike ...." I do every one of those 50 things you mentioned.

Well Milt, thanks to our good bro Randy "Zog" Slape, who asked bikers all over the world to contribute to this insanity via his Web site (http://www.halcyon.com/zogt), here are another 50 far-out perplexing ponderences.

Don't let this madness stop! Write down your favorite "You might be a biker ... " and send it in to us at: YOU MIGHT BE A BIKER c/o *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000. If we dig it we'll print it with your name so that all bikers everywhere will know that you are one righteous god of bikerdom.

—Phantom

You might be a biker...

50 MORE WAYS TO TELL IF YOU'RE A BIKER

1. if all your refrigerator magnets are Harley-Davidson logos.

2. if all the links on your Web page are bike-oriented.

3. if your workbench collapses from the weight of all the spare parts.

4. if you live in the garage with the bike.

5. if you'd rather ride than eat.

6. if you think everyone else's bike is shit!

7. if every magazine you subscribe to is from Paisano Publications.

8. if you think that a sixer of Bud and a hot dog is a seven-course meal.

9. if your front porch collapses and ruins more than three spare parts you were saving for your next "rebuild."

10. if you've ever woken up with a new tattoo and you have no idea how the hell it got there.

11. if your entire house is decorated in a motorcycle motif.

12. if you have ever thrown a party where more bikes than cars showed up.

13. if you own more than one motorcycle.

14. if you keep your bike in the living room in lieu of the garage.

15. if you have to make/widen a door to get your bike in your house.

16. if you think of all the things you could've bought for your bike every time you go to the grocery store.

17. if any piece of your furniture is made from bike parts.

18. if you think stocks and bonds have to do with kinky sex.

19. if they celebrate your birthday at the Harley store.

20. if you have "ammo" on your Christmas list.

21. if your ol' lady has ever said, "Come move this engine so I can take a bath!"

22. if you think "helmet hair" is a fashion statement.

23. if your mother has been involved in a fist fight at a high school sporting event.

24. if your dad encourages you to go to the Motorcycle Mechanic's Institute instead of college.

25. if you clean your nails with a pocket knife.

26. if your dog and your wallet are both on chains.

27. if you fainted when you met Willie G.

28. if you have lost at least one tooth opening a beer bottle.

29. if Jack Daniel's makes your list of "most admired people."

30. if you need one more hole punched in your card to get a freebie at the House of Tattoos.

31. if your kid takes your old bike chain to show-and-tell.

32. if you've spent more on your motorcycle than your education.

33. if your best ashtray is an old piston from your last rebuild.

34. if your jacket has a bottom rocker that says "nomad."

35. if you have ever had to stop an oil leak in your primary with gum and a Band-Aid.

36. if you think that the Harley-Davidson factory should be one of the seven wonders of the world.

37. if you think the perfect wedding dress is leather.

38. if you have ever slept next to your bike on the side of the road rather than pay for a motel room.

39. if you have ever brought your bike into your motel room.

40. if you try to declare your bike a dependent on your income taxes.

41. if when she says, "It's the bike or me!!" you have to think about it really hard.

42. if you've seen the movie *Easy Rider* more than six times.

43. if you spend more time polishing your scoot than caressing your woman.

44. if you've ever used your downtubes as a stash box.

45. if you have four broken-down cars in the yard and a working bike in the garage.

46. if you have more locks on your bike than you do on your house.

47. if your wife makesyou leave your checkbook and credit cards before you can go to the bike show.

48. if you think that anyone who doesn't ride "ain't shit!"

49. if you change girlfriends more often than you change your oil.

50. if you didn't bother to read this far because you think it's all bullshit.

DAVID MANN

I was sipping coffee in the diner next door to my office when Eddie drove up. He was pulling a black motorcycle trailer with a matching Suburban. I watched through the plate glass as he climbed out and strutted into the office. Eddie was still a cocky bastard.

"How about the two of us running away from all this?" I asked Irene, the waitress. "We could go some place so remote we'd never be found."

Irene slide a piece of apple pie into a glass case on the counter. She was only 26, 10 years younger than I was, but she looked older than that. Not that she wasn't attractive. She was. But she had a sad look, as though her life so far had been a hard one and she was waiting for things to change. She was a beauty, though, despite all the time she spent firing up cigarettes and pounding down tequila.

She sneered and said, "Run away? Not likely." She snapped the case's door closed, then dug into the big pocket of her apron and pulled out a pack of Marlboros. "I'm setting my sights a lot higher than you." She aimed a Bic at the tip of her smoke and pulled the trigger.

"Damn, another woman breaks my heart." As I made this observation, I stuck a buck under the saucer and pushed myself away from the table. "If you change your mind, you know where to find me."

I could see her smile through the blur of smoke. It was a good smile.

"Stay tuned to the Weather Channel," she said as I gimped toward the door. "If they report snowfall in hell, I'll scamper right over."

The two dark-skinned guys I'd been sitting with laughed. So did I. Irene could make me laugh.

I checked out Eddie's rig on the way back to the office. The bike trailer was covered, so there was no way to tell what he was riding. I expected it was a big-bucks bike, though. The Suburban and trailer alone had to run close to 50 grand. Eddie always lived tall—real tall on a cop's salary.

A month earlier he had called my motorcycle touring business in Jackson, Wyoming, and booked a tour. I never tour with fewer than three people, but Eddie said he wanted it to be just the two of us, and he would pay the three-person rate. He sounded eager.

I hid my limp the best I could as I came into the office. Eddie was talking to Donna, my receptionist/secretary. The palms of both his big hands were on her desk, and he was leaning way over. He was a good-looking guy, I suppose, with lots of white teeth, and hair that flopped over his forehead. His approach with women was brazen, but they seemed to like it.

"Hey, pal," I said, "back off. This isn't a singles bar." I made a feeble stab at making it sound like a joke, but I doubt that I pulled it off.

"Deacon!" He ran over and stuck out his hand for me to shake. When I kept my own hands tucked in my pockets, he said, "Oh, hell," and lifted me in a bear hug just like nothing had ever happened.

At six-three, he was a good four inches taller than me and outweighed me by 80 pounds. Once he finally put me down, he stepped back to arm's length. "By God, you're looking pretty good," he said in a manner he might have used if he hadn't known how much I hated his guts. He circled, checking me out as though I was something on a car lot. "Yeah, not bad at all. At least you're not dead. Hell, I figured biker trash like you would be a bed and breakfast for worms by now."

Eddie was a very funny guy. I nodded in Donna's direction. "I see you've met my secretary."

He flashed the same grin I first saw when we were in school down in Denver. "You betcha." He tossed Donna a wink.

I jerked my head toward the street. "That's a pretty fancy-dan looking outfit you have out there."

"Gotta travel in style, Deac, ol' buddy." He draped a beefy arm around my shoulder and tried to shuttle me toward the door. "C'mon out," he said. "Let's take a look."

"No, there's time for that later. You better get to the hotel and check in." I glanced up at the wall clock. "It's nearly six now. Eat early, then get some sleep. I'll be over at five tomorrow morning. I want to beat the traffic on the twisties up to Old Faithful."

Eddie had booked the three-day circuit through Grand Teton and Yellowstone National Parks, and there was always a ton of tourists this time of year.

"Sounds good to me," he said as he headed for the door. "You want to get together for dinner? We could talk about old times."

Discussing old times with Eddie was the last thing I wanted. "No, thanks. I have some things I need to do to get ready for the trip."

"Suit yourself." He opened the door to leave, then stopped. "You know, Deac," he said, "I've been looking forward to this. I really have. It's good seeing you again."

"Yeah, Eddie, thanks," I said as flatly as I could. I'd be damned before Eddie and I shared a poignant moment.

Once he was gone, Donna asked, "So what do you have to do to get ready? Lizzie's always ready." Lizzie was my 10-year-old Electra-Glide. She had over 80,000 miles on her but still sparkled in the sunlight and could run with anything on the road.

"I've got to spend the night psyching myself up," I said.

She shook her head and took on a somber tone. "I don't get it. I've never seen you so antsy as you are about this trip. What is it with you and this guy?"

I considered how to answer that, then said, "I guess you could say we share a past."

"A past?" Donna never let something just lie there; she always had to poke it to see if it would twitch.

FINGER-POINTING

"Yeah," I said. "Among other things, he sent me to prison."

I was right about Eddie's ride: a brand-new BMW R1100RT. I saw it as soon as I rolled into the Snow King Resort's lot.

I pulled Liz in next to it and turned off the engine. The sudden disappearance of the poppa-ta poppa-ta of the big V-twin left a hole in the morning air. As I sidled past the Beemer toward the hotel entrance, I checked the odometer. Less than 800 miles on the clock. The thing wasn't even broken in yet.

The Harley looked chunky and feeble next to the sleek BMW. But Lizzie had seen a lot of bikes in her long life and had taken many rides. Always the snob, she leaned indifferently away from this Bavarian beauty.

"Well, Deac," came a voice from behind me, "you're still as punctual as ever, I see. Some people never change."

I turned to see Eddie coming out of the hotel's front door. He must have been watching me.

I pushed the top of my left riding glove down with the finger of my right hand and checked my watch. It showed five o'clock exactly. "I've always been predictable, you know that, Eddie."

"How do you like my new scooter?" he asked.

"Nice," I answered honestly.

"Yeah, more than sixteen K at the Kraut shop in Denver. He nudged me with his elbow and said, "But I got a friend who knows where to find a deal."

My guess was that somebody was missing a brand-new RT, but that the VIN wouldn't show up on any hot sheet.

"Guess you haven't changed much, either, huh, Eddie?"

He gave me his sly smile. That was →

just one of them. He had a full quiver of smiles. "Hey," he said, holding out his hands, palms up, "a guy's gotta get by."

He threw a leg over the bike, stuck his key in the ignition, and pressed the start button. It fired up immediately and was as smooth as a fraulein's whisper. "You've always managed to get by, Deac. I bet you were even a big success in prison."

I fought the temptation to knock him off the bike, but realized that barring the pleasure of watching him bleed on the asphalt, there was nothing in it for me. Besides, as I was running all this through my mind he had already strapped on his full-face helmet and the moment had passed.

"Mount up," he said. "Let's go for a ride."

It was a perfect morning as we rode north toward Yellowstone. The cool mountain air bathed my face. It filled my lungs, and I could feel its crispness tingle into my arms and legs. I wasn't sure I could pull any of this off with Eddie, but I decided not to worry about that now. I had a motorcycle under me and it was pointed toward a twisty road; anything beyond that, I would deal with later.

I tightened my grip on the throttle, and the Harley lifted her head and began to gallop. On our left rose the cathedral spires of the Grand Tetons. The Grand itself had hooked a passing cloud, and it lay cocked across the mountain's crest like a white beret.

Yeah, I told myself. Some things could be dealt with later. I gave the throttle another twist and settled in for the ride.

"Man, that was incredible," Eddie shouted, as we found some place to park. He jerked his helmet off and rubbed his head. "Did you see that moose by Colter Bay?"

"I saw her," I said. I took off my own helmet and locked it to the bike.

"A hundred miles," said Eddie. "I've never ridden a better hundred miles in my life."

I stretched and felt my back pop. "Come on," I said. "Let's check out the waterworks." I let Eddie lead so he was less apt to notice the limp.

A crowd was gathered, waiting for the next eruption of the big geyser. Old Faithful wasn't as faithful as it once had been, but you could count on it blowing at least once every hour, or so.

We walked to a small rock wall where all the tourists with cameras and goofy-ass clothes were waiting for the geyser to do what geysers do. I leaned against the wall and faced the parking lot. Our bikes were a couple of insects in a herd of motor homes and trailers.

Eddie dipped his RayBans to the tip of his nose and looked at me over the rims. "So, Deac," he said, "you've been out for over a year now. I guess you're wondering what took me so long to look you up."

"No, Eddie. I figured, considering your skills as a detective, that you just couldn't find me."

He laughed. "Cute. No, my friend, I've known where you were, but I couldn't do anything about it, because the word was Romero was watching you."

"Oh, yeah?" I'm no De Niro, but I think I mustered the right amount of disbelief.

He smiled. "But now he's out of the picture."

"Whaddaya mean?"

"Señor Romero was cracking a lobster in some Bogota eatery when he looked down and noticed a coupla dozen bullet holes in his chest. Seems some unfriendly type with an uzi decided to join him for lunch."

ON OUR LEFT ROSE THE CATHEDRAL SPIRES OF THE GRAND TETONS. YEAH, I TOLD MYSELF. SOME THINGS COULD BE DEALT WITH LATER. I GAVE THE THROTTLE ANOTHER TWIST AND SETTLED IN FOR THE RIDE.

"My, my," I said.

"It's a tragedy, isn't it?"

"How'd you find this out?"

"A contact with the DEA." Eddie was always proud of his contacts. "I guess you could say Mr. Romero's organization is currently in disarray."

"So you thought you'd take this opportunity to renew our acquaintance?"

He pushed up his sunglasses. "I want my five hundred thousand," he said.

I laughed. "Only five, Eddie?" I thought by now you'd have convinced yourself you should have the whole mill."

"Hey, I'm not greedy," he said. "You and I were super cops. We worked for two years to get that bust on Romero's boys. We popped 'em with enough heroin to put a smile on every face west of the Mississippi and two million in cash. I just want my share."

"How many times do I have to tell you there never was two million?" I held up my gloved index finger and shoved it in his face. "A million. The one goddamned million that you and a half dozen other people watched me stick in the evidence safe down at headquarters. That's all there was. Why can't you understand that?"

"Because we had the tap on Romero's phone, and I've still got the tape of him making the deal for two. When we got to the warehouse, I took out Chico and you took out Armand. My guy was holding the powder. We both know what Armand was holding."

"Take a look at me, Eddie," I said. "Does it look like I've got a million bucks lying around? I'm living hand to mouth here, trying to make a go of a business that, if I'm lucky, I can operate three, maybe four months a year before bad weather sets in."

"You're not stupid, Deacon. You won't touch that money as long as anyone's watching. Romero may be out of the picture, but I'm still here."

I threw my gloved hands up in frustration. "Damn, Eddie," I said, "we've had this conversation before."

"You're right, we have."

"And I said the same thing then."

"And what did it get you?"

When I didn't respond, he answered his own question. "It got you a year and a day at Canon City, that's what."

"So you're admitting you stashed the coke at my place?"

"Now, Deac, you know I wouldn't do something like that."

I reminded him that he'd threatened if I didn't cut him in for half, my future would turn real bleak. Then, less than 24 hours later, a dozen boys in blue were bouncing me off the walls of my apartment.

He shrugged, "Mere coincidence. We've been blood brothers ever since we finger-painted Miss Farber's guinea pig back in kindergarten. But I don't like being cheated, Deac, especially by a friend."

I turned and faced the geyser. "Eddie," I said, "you were never cheated by a friend."

Before he could say anything, there was a rumble and Old Faithful blew a white column of steam and water 150 feet into the Wyoming sky.

We fought a solid line of traffic all the

way down to Yellowstone Lake.

"Jesus," said Eddie, once we made it to West Thumb. "It's beautiful here, but all you can see is the ass-end of motor homes."

"Yeah," I agreed. "It's worse than usual." It wasn't. It was always this bad. I scratched my chin as if I were getting an idea. "We could change our plans."

"How's that?"

"Leave the park. Ride the roads over in the Absaroka Range just east of here. It's not Yellowstone, but it's nice and not so crowded."

"Well, hell, lead the way, Bwana. Anything'd be better than this."

I dropped Lizzie into first, eased my left index finger to let out the clutch, and scooted in front of a Winnebago pulling a ski boat.

We were east of Pahaska, Wyoming, riding Sleeping Giant Mountain. We hadn't seen another vehicle in half an hour, so I opened the throttle. Lizzie and I had ridden many miles together, and we knew each other well. She leaned into Sleeping Giant's twists far enough that she was spitting off her footboards.

Eddie had trouble keeping up, but I made sure not to get too far ahead. He had to be able to see me when I gave the signal to slow down. If he turned up dead, it would put a damper on the impending festivities.

We were climbing a long straight, headed for the big sweeping curve I'd been watching for. Once I was in the curve, I would be out of Eddie's view. So just before I aimed the Harley toward the apex, I signaled him to slow down and watched in the mirror as he backed off to something less than 40 miles an hour. I hoped that would be enough.

I pushed on the handlebar, leaned into the curve, hit the apex, and twisted the throttle. I rocketed out of the curve, and a hundred yards later, I felt the thump-thump as I crossed the cable. As soon as I did, I hit the brakes, and pulled onto a dirt road behind a stand of spruce. I shut Lizzie down and heard the whine of the Beemer's boxer-twin as Eddie entered the sweeper.

Just as he came into view, a couple of boys yanked the cable taut and caught Eddie right at the shoulders. He was launched from the bike and seemed to hang in the air before gravity finally took hold. When his helmet smacked the pavement, there was a crack like a rifle shot. He skidded across the road and into the barrow pit where he eventually came to rest.

I hobbled over. There was no reason to hide the limp now. His leathers were scuffed from the knees to the shoulders, →

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> **"I AM A SIMPLE MAN," HE SAID. "I ASK SIMPLE QUESTIONS, BUT I ASK THEM REPEATEDLY, AND I ASK THEM IN COMPELLING WAYS."**

but they'd held, protecting him from major-league road rash. I lifted his face shield. His eyes were open, but without focus. "So, Eddie," I asked, "are you dead, or what?" His lids fluttered, but he didn't speak. I reached inside his jacket and took his Beretta.

Eddie swallowed hard, then asked, "Wha—what's going on?"

I felt a tap on my shoulder, and I looked up into the black eyes of Orozco Romero. He was flanked by two guys with shiny hair. Romero jerked his head for me to get out of the way, and I was happy to oblige.

He reached down, unstrapped Eddie's helmet, and tossed it to one of his men who took it to a white panel truck parked on the dirt road. Two other men loaded Eddie's smashed Beemer into the truck.

Eddie sat up stiffly and looked at Romero. "I thought you were dead, you spick bastard," he said. Eddie could play the tough guy; I had to give him that.

Romero smiled. His capped teeth were perfect. "Yes, I know. Thanks to Mr. Deacon." He pointed in my direction. "He used his connections at the DEA to pass you erroneous information."

Eddie gave me a quick look. I could see his surprise. Even though we'd worked together for years and had known all the same people, it never occurred to him that his close friend at the DEA might be an even closer friend of mine.

Eddie started to stand, and one of Romero's men put a boot into his midsection. "Please, my friend," said Romero politely, "stay where you are for now." Eddie clutched his gut, but he made no attempt to rise. Romero continued, "I am not like the others with whom you deal, señor. I am a businessman, not a murderer. I would never kill you merely because you are a cop. We all must make our living, right? We must feed our children. You must do what you do, and I must do what I do." Romero reached down with a finger and raised Eddie's chin. Staring into Eddie's eyes, he added, "But I do not like thieves. I guarantee you will either return what is mine, or you will convince me that you did not take it."

"Listen, Romero," Eddie said, "if you're talking about that bust we had on your boys a while back, you've got it wrong. I didn't take your money." He jabbed a finger at me, "He did."

"Odd," Romero said, "he says the same of you." Romero looked at me. "Mr. Deacon says when he saw the money, there was only a million dollars, not two. He says that after the arrest he turned it over to your superiors."

"And you believe that? Come on," Eddie said, "we all know there was two. Deacon took half the money and stashed it somewhere."

"And you have been trying ever since to get your share, correct?" It wasn't a question. "You even set him up on a phony cocaine charge because he wouldn't cut you in."

Eddie smiled smugly. "So you heard about that?"

"Of course. You set Deacon up for my benefit. If I thought you were pressuring him for a share, then I would not suspect you as the thief. Very clever. I admit, it even worked. But Mr. Deacon denies that he took my money. He insists that if there was more than what he turned in, it was you who took it. I am not one who is easily convinced, but Deacon has managed to convince me that he tells the truth."

Romero motioned for two of his men to pick Eddie up. They lifted him, each holding an arm. "Things have been—" He seemed to search for a word. "—uncomfortable for me since losing all that product and two million in cash. There are people I must answer to, señor. Unpleasant people. I had hoped to visit you at your home in Denver, but, unfortunately because of these unpleasant people, I have been forced to reside outside the United States." Romero turned toward me. "It was Mr. Deacon who suggested we all get together in this remote place, and, of course, I jumped at the opportunity to finally meet you." He faced Eddie again. "I am a simple man," he said. "I ask simple questions, but I ask them repeatedly, and I ask them in compelling ways. I will give you the same opportunity to convince me you are not a thief as I once gave Mr. Deacon. We shall see if, under my questioning, you, like he, are capable of maintaining your denials."

"What the hell are you talking about?" Eddie was beginning to sound nervous.

Again, Romero turned to me. "Show him," he said.

I tucked Eddie's Beretta into my belt and limped forward.

"Go on," Romero urged. "Show him."

I peeled off my gloves and held out my hands.

Eddie's eyes widened. "Jesus."

"Not very attractive," Romero said, "but still functional. I am not without compassion. We left the thumb and index finger on both hands. The feet, though, that was different. I won't request that he remove his boots, but trust me when I say we took all of his toes. You were in therapy for some period, were you not, Mr. Deacon?"

I didn't answer.

"I've heard," said Romero, "that should you lose your toes, like a toddler, you must learn to walk all over again."

"Goddammit, Romero," Eddie screamed, "don't you see? He's played us both for suckers. Deacon has your money, not me."

"As I said, despite my unique style of questioning, Mr. Deacon maintained his innocence. Under those circumstances, it would be impossible to lie." He raised his finger and pointed it at Eddie's chest. "You, señor, will have the same opportunity."

Romero nodded, and one of his men pulled a pair of pruning shears from beneath his jacket.

"There's no need for me to stay for this," I said.

I was halfway to my bike when Romero called out. "One moment, Mr. Deacon." I moved both hands to the Beretta, and slipped a finger into the trigger guard. "You may leave," he said, "but my patience is gone. I am not a killer, although if our friend here does not return my money, I shall become one. And when I finish with him, you will be next."

A cold moment passed between us, then Romero smiled. "But you have convinced me that Eddie is the thief, and I am confident you and I shall never meet again."

"Yeah," I said, "I'm confident of that, too." I climbed on Lizzie and rode away.

Forty-five minutes later, I pulled into a convenience store in Cody and made an anonymous call to the Park County Sheriff's Office. From what I read in the next day's paper, an hour after I called, a dozen sheriff's deputies made the biggest arrest of their careers. Orozco Romero was wanted by governments on two continents. Unfortunately for Eddie, they arrived just a little too late.

I sipped my drink on our verandah and watched the boats sail in and out of Saint-Augustine Bay. The sun wasn't nearly as warm this time of year as it would be in December, but it still felt good.

"Ready for another, sweetheart?"

Shading my eyes with my forearm, I looked up to see Irene holding a bottle of tequila. Since we purchased the villa in Toliara, Madagascar, she had managed to stop smoking and drank only a little. But she had retained her fondness for a late-afternoon margarita.

"Sure," I said. "One more sounds perfect."

As she fixed the drink, I watched the breeze ruffle the collar of her silk blouse.

"It's a beautiful day today, isn't it?" she said as she returned from the bar. "So quiet and peaceful." She placed the drink on the table and lay down beside me on the large chaise.

"Yes," I agreed, "it is." I wrapped my arm around her shoulder. She nestled closer and gave me her good smile.

As we watched the fat sun settle into the horizon, I took a strand of her hair and twirled it around my finger.

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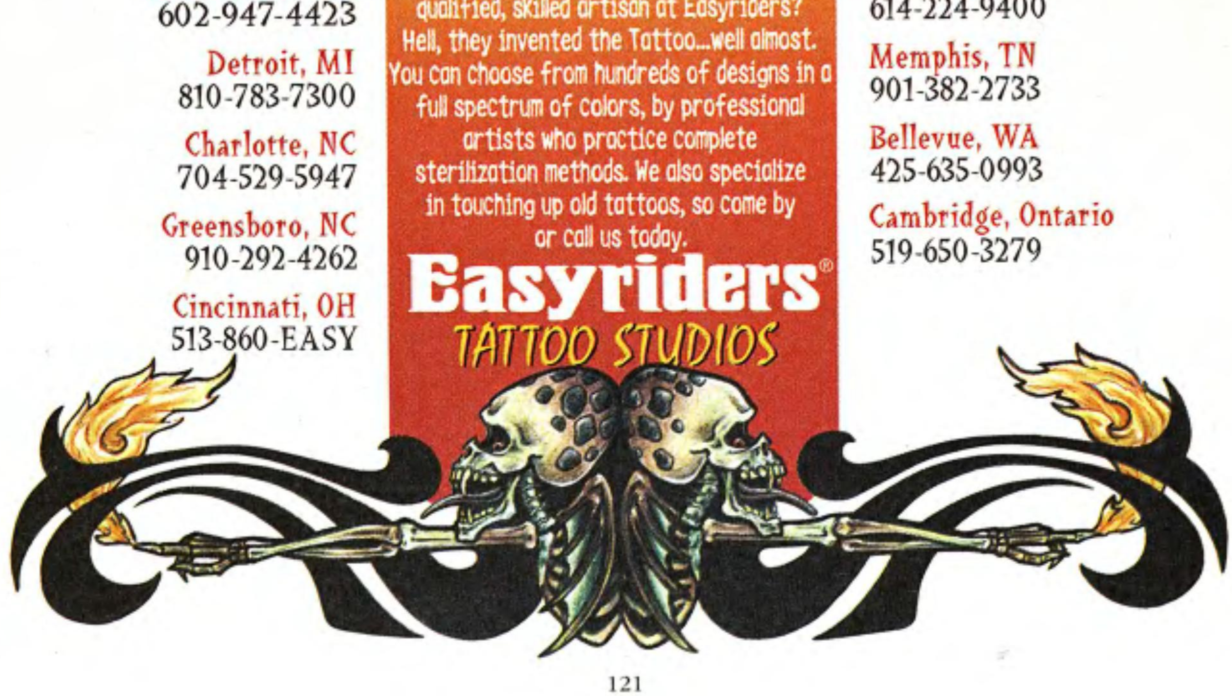

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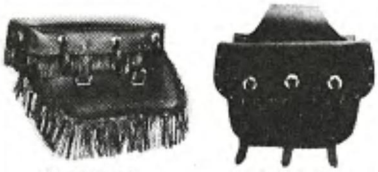

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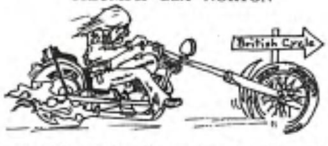

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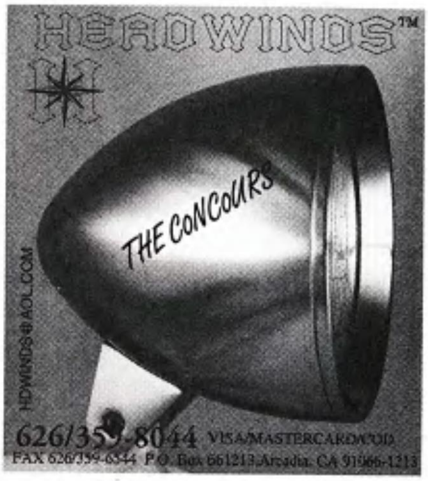

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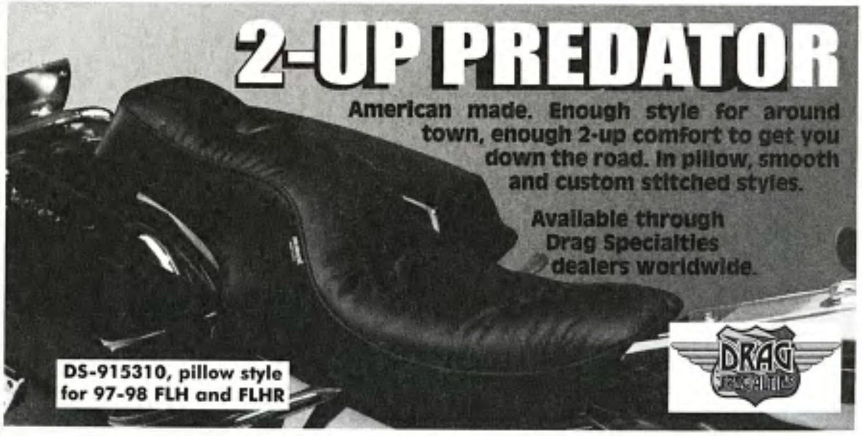

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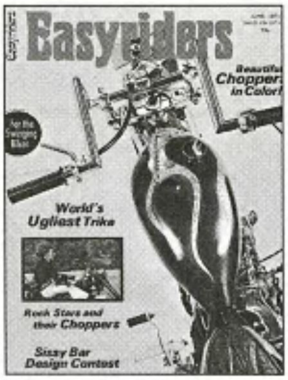

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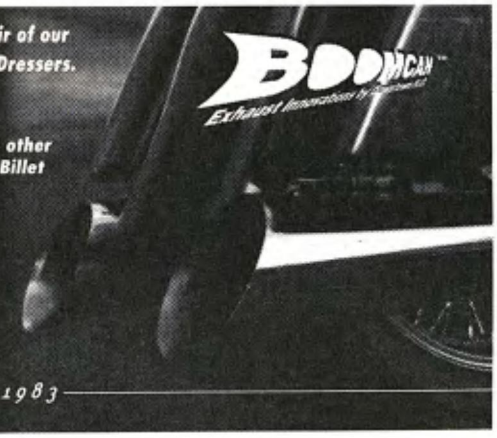

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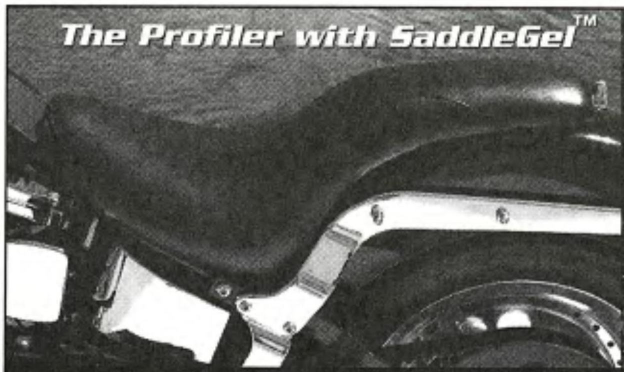

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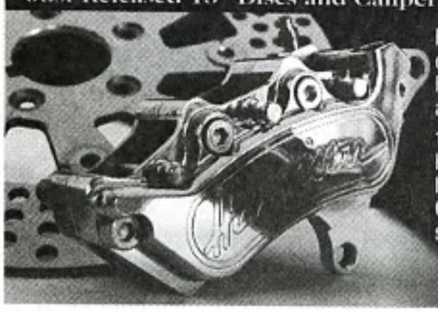

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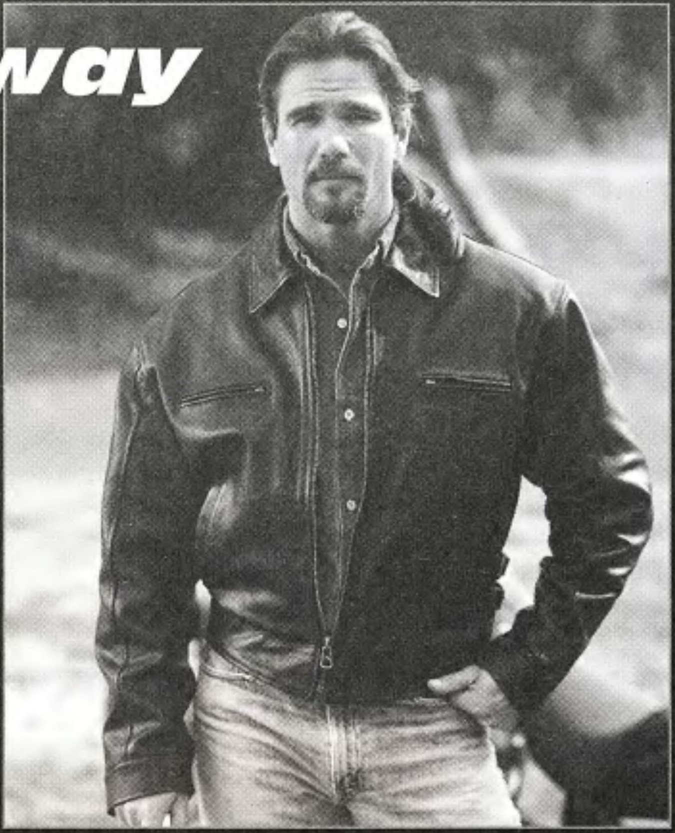

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Rip's Tips

At Speeds

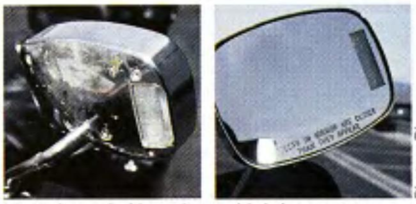
If you're like me, sometimes you wait till the last minute to leave to go somewhere. Then ya have to speed like hell to get there. Sometimes the weather is a hindrance, sometimes circumstances slow you down—like not being able to leave work when the rest of the buds go on a run. Maybe you had to do some maintenance on the old putt and didn't get the bread till the last minute. There could be a million and one excuses. Personally, I just get a rush out of going fast. I know a lot of you can relate.

Sure, I've had my share of road rash and broken bones, but I forget all that when I'm into a ride and everything feels good. You know the feeling when ya don't ever feel like stopping, to the point where you almost run out of gas. The motor is purring and sounding so good that ya want to ride on forever.

Well that's all well and good, but there are people out there who can put a damper on your fun quickly, and I think you know who I'm talking about. They are called by different names in different cities and states, but their first names always start with "Dick." And I've run into my share of them throughout this great land of ours.

To get around meeting some of these people, I've had to use various instruments of detection and lots of mirrors. I picked up a mirror trick from a group of riders out of Spirit H-D in Glenshaw, Pennsylvania. They call themselves the Rough Riders and have been known to put on thousands of miles on weekends, many times just for shits and grins. I don't think they are an MC, but just a bunch of loco loose bastards who like to go far and fast in short order.

I'm not sure if the Rough Riders use radar as I do, but many of them use four mirrors, two on each side of the handlebars. They get those older, long-stem mirror holders and put mirror extensions on them. Then they slide the mirrors with the small Allen bolt fasteners onto the holders. It gives them twice the viewing area they would normally have. Their attitude is fuck aesthetics; they want to be able to see if there's someone coming up quickly from the rear, plain and simple.



Photos: Rip

K-40 front (left) and rear (right) sensors.

It's a good plan and has saved me lots of *dinero*—thank you Rough Riders.

Another jewel that has been on Sugar Pai's handlebars for a number of years is a Liberty radar unit. It sits on the left side and has the name painted over in black—call it camouflage. The pick-up unit is under the fairing on the fork tube. It has a switch to turn it on and off and soften the noise it makes when it picks up a signal either from the front or rear. It also has a small red flashing light that blinks rapidly as the object approaches. One drawback is that it also picks up microwave signals along the road. So some of the signals read false—the reading may have been a hot dog being nuked at a nearby filling station. But if it's The Man, the signal is a bit different, particularly when they're really close. The dicks don't always leave them on all the time; they turn them on and off when they want.

I've been reading that there is a high rate of gonad cancer among many patrolmen who leave their hand-held units on in their laps. I can hear the ahhs of sympathy from coast to coast. I would venture to say that there's more than likely damn few of us who have spent any amount of time on the road who haven't gotten a speeding ticket via radar.

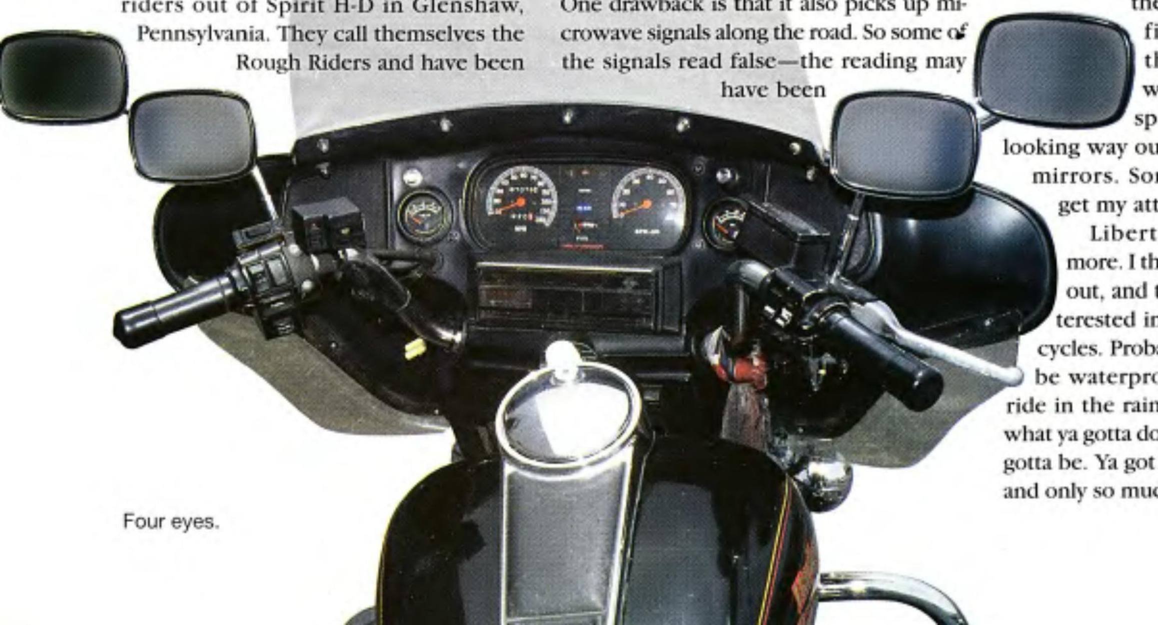
While on that subject, I've gotta tell ya about a new unit for Harleys that I'm gonna be testing out shortly. It's called a K-40. It's pricey but is supposed to be state-of-the-art. The pick-up units are in the mirrors. The mirror on the left picks up the oncoming signal and the one on the right picks up the signal from the rear. The ad says that it will pick up laser signals as well.

I don't think there are many laser units on patrol cars as of yet. But what do I know? I saw a cop with something on his shoulder in D.C. one time that could have been a laser unit. It kind of reminded me of an old WWII bazooka, the kind used to knock out tanks. Then again, it was D.C., so it could have been almost anything.

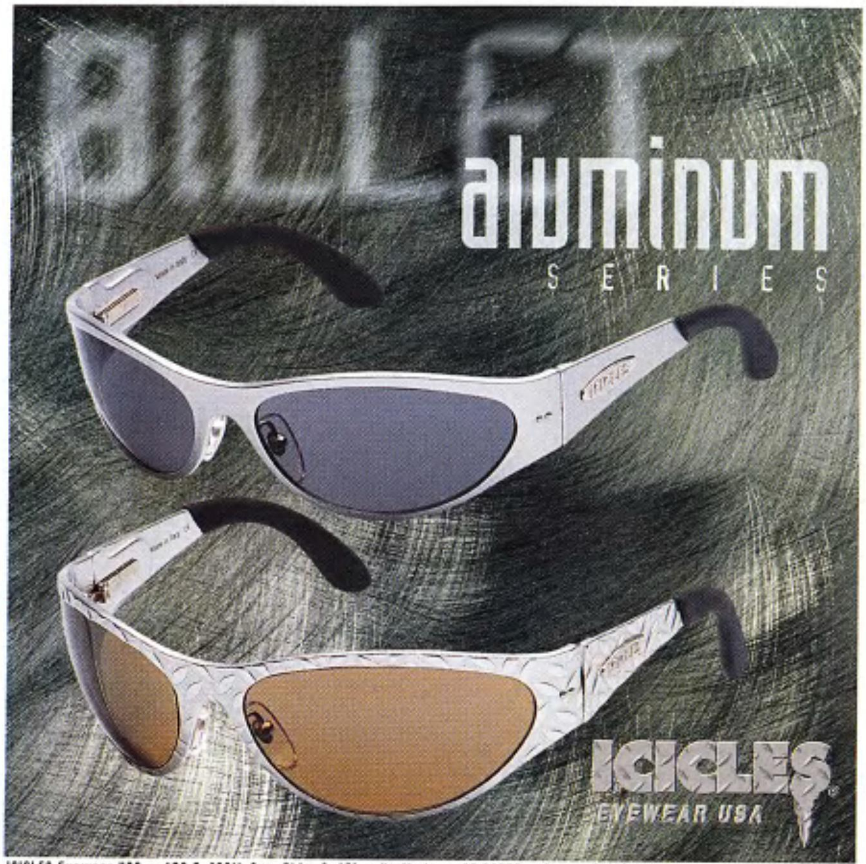
Getting back to the K-40, it doesn't emit any sound, but has two lights on the handlebars that blink when a signal is picked up. That's fine at night, but what about the daytime? You would think for what they are getting for these units that they could figure something out that's practical. I mean, when I'm up to traveling speeds around 80 per, I'm looking way out in front of me or in my mirrors. Some sort of noise would get my attention.

Liberty isn't in business any more. I think Whistler bought them out, and they're not particularly interested in making units for motorcycles. Probably because they have to be waterproof, since some of us do ride in the rain. Like I said, ya gotta do what ya gotta do, and ya gotta be where ya gotta be. Ya got places and people to see, and only so much time to do it in.

—Rip



Four eyes.



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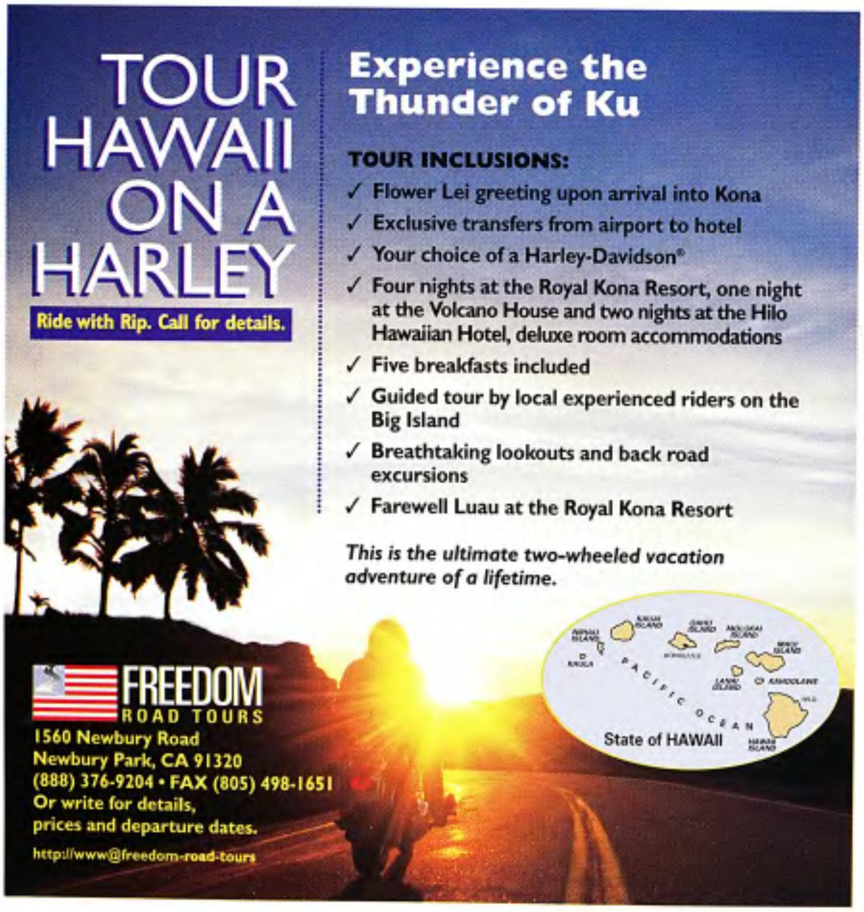

More Muscle

Merch Performance Delivers A Complete Power Punch

We all know the old saying about power and cubic inches, and for years, Shovels and Evos alike have had the option of going to larger bore sizes to increase engine size with and without stroker cranks. For a long time, the only way you could get anything larger than a 3 13/16-inch jug was to shell out for special racing parts that took an expert wrench to blend together into something that worked. Those days are gone, of course, because we are sitting smack-dab in the middle of the big-bore revolution where 4-inch bore (and larger) Evo configurations are becoming more and more common.

And with every revolution there is usually an instigator, someone who had the balls to try something new and different back at a time when few others were doing it. Enter Merch Performance. This company started out with a modest product line that would soon become a craze among motorheads everywhere. The 4-inch bore engine cases and cylinders Merch originally sold opened up the door to street and strip maniacs of all types looking to build the ultimate thumper. Now, as part of our ongoing series showcasing complete engines, Merch has expanded their product line and offers engines ready to go at sizes all the way up to 131 cubic inches. That's right, 131 cubes.

Gerry Merchant started Merch Performance when he saw the need to provide the power-hungry public with top quality engine components at an affordable price. He also saw the need for

Above: Stainless steel "bullet" thread inserts for the head studs. Below: Two 1/2-inch dowels align the case halves, Viton O-ring stock seals them up tight.

reliable horsepower, and over time, his big-bore engine components have consistently proven themselves. A Canadian corporation, Merch also has an assembly and distribution center in St. Louis, Missouri. When you give them a call, Ken Francis, Merch's VP of sales and marketing is on hand to answer your questions and help you make the right choices for your next engine project.

Merch big twin engine cases can accommodate any year cone-style engine from 1970 to present in stock and large bore sizes. Cases come bare, or in kit form, and for rubbermount sleds, they even include a front motor mount bracket at no charge. Also, as-cast, polished, and black-wrinkle powdercoated finishes are available to speed up your assembly time, and are guaranteed to meet the most discriminating builder's standards. Merch uses their exclusive "bullets", better described as 416 stainless steel head stud inserts to ensure that the studs will stay in place, even under the most severe power loads (this feature is only available on their Evo-style cases). Take a closer look and you'll also notice they relocated the lifter screen location, which allows for a better oil pressure reading and a cleaner overall look on a finished engine.

The Merch crankshaft assembled with JIMS shafts.

Another feature unique to the Merch engine cases are the dual 1/2-inch locating dowels for true alignment and a Viton O-ring stock case seal to prevent leaks for good. Cases accommodate up to 5-plus-inch stroke and will accept cams up to .650-inch lift with no clearancing necessary. Even a dual crankcase breather system was designed in to allow easy fitment in Dyna and FLT models where space limitations can be a problem.

Merch big-bore cylinders can be purchased in three sizes, 3 13/16, 4 and 4 1/4-inch. From what we're told, there are even larger bores in the works, but currently the 4 1/4 is the largest available (as though that isn't enough ...). These cylinders feature Viton O-ring seals in the head, base, and oil drainback areas. New to the product line, are cylinder heads with bathtub and hemi combustion chambers. Big-inch street engines require the hemi heads to allow for tolerable compression ratios and the use of street gas. All Merch heads come with pre-installed compression release valves.

Counterbored surface offsets pinion shaft for stock pinion use. Forged chrome moly rods are available in a variety of lengths.

Blending the proven quality of JIMS shafts with their own flywheels and connecting rods, Merch builds one of the stoutest crank assemblies in the business. One feature of large-bore engine cases is that the cam chest is offset in order to make more room for the large bore. Traditionally this requires a special JIMS pinion shaft to be used with the flywheel assembly, however, Merch's flywheels are also available with a 1/8-inch offset to allow the stock pinion shaft to be used as well. The D-80 series ductile iron flywheels →

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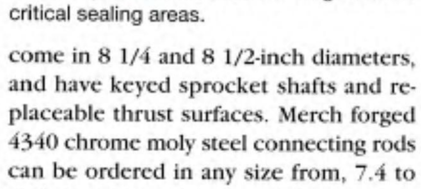
Merch cylinders are Viton O-ringed at all critical sealing areas.

come in 8 1/4 and 8 1/2-inch diameters, and have keyed sprocket shafts and replaceable thrust surfaces. Merch forged 4340 chrome moly steel connecting rods can be ordered in any size from, 7.4 to 8.25-inches, and come with .927-inch wrist pins on all 4-inch bore applications.

Now that you have an idea of the quality and attention to detail that Merch puts into their components, you'll be pleased to know that there are also several options for ordering complete engines. We've already gone over most of Merch's products, all of which can be ordered separately, but if you're in the mood for getting something more complete, then you have the choice of ordering a block kit or even a complete turnkey engine. The long blocks come either as a kit or pre-assembled with as-cast, polished, or



CNC-machined hemi and bathtub cylinder heads maximize performance.

black wrinkle finish options. Unassembled long block kits, require the crankshaft to be assembled and trued by a professional engine builder, while the assembled long blocks are sent out ready to go so you save yourself a lot of work and additional expense. For those of you who simply want to avoid all of the phone calls and trips to the dealer, Merch will work with you on building a complete engine. This way you can get exactly what you want, right down to the accessories and all that nice billet stuff (if that's your bag) in one easy order.

The key to Merch Performance's success

Source

Merch Perormance, Inc.
5655 Old Highway
House Springs, MO 63051 USA
(314) 942-4424
(314) 948-2303 fax
www.merchperformance.com

Photos: Erik Falconer

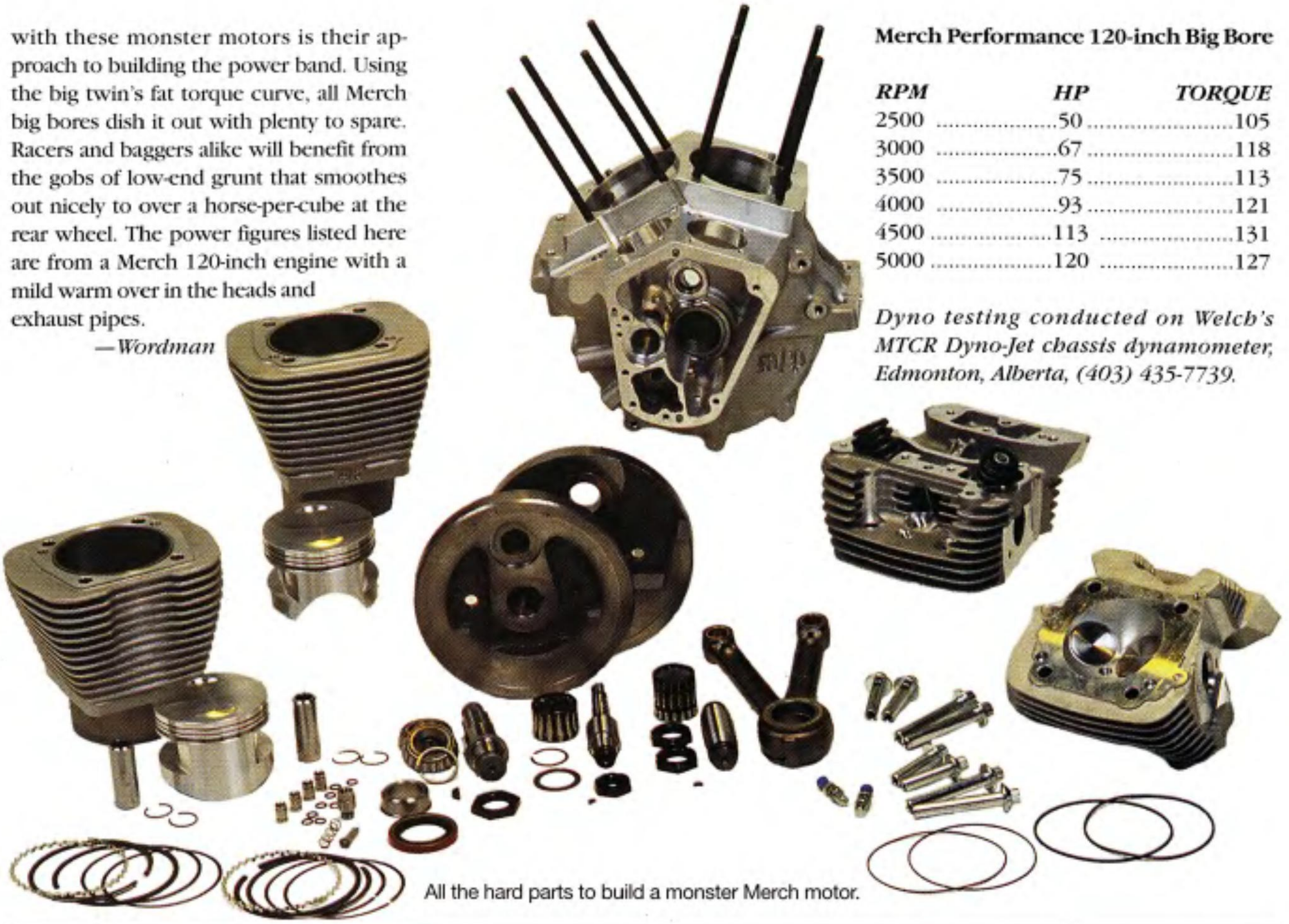
with these monster motors is their approach to building the power band. Using the big twin's fat torque curve, all Merch big bores dish it out with plenty to spare. Racers and baggers alike will benefit from the gobs of low-end grunt that smoothes out nicely to over a horse-per-cube at the rear wheel. The power figures listed here are from a Merch 120-inch engine with a mild warm over in the heads and exhaust pipes.

—Wordman

Merch Performance 120-inch Big Bore

RPM	*HP*	*TORQUE*
2500	50	105
3000	67	118
3500	75	113
4000	93	121
4500	113	131
5000	120	127

Dyno testing conducted on Welch's MTCR Dyno-Jet chassis dynamometer, Edmonton, Alberta, (403) 435-7739.



All the hard parts to build a monster Merch motor.

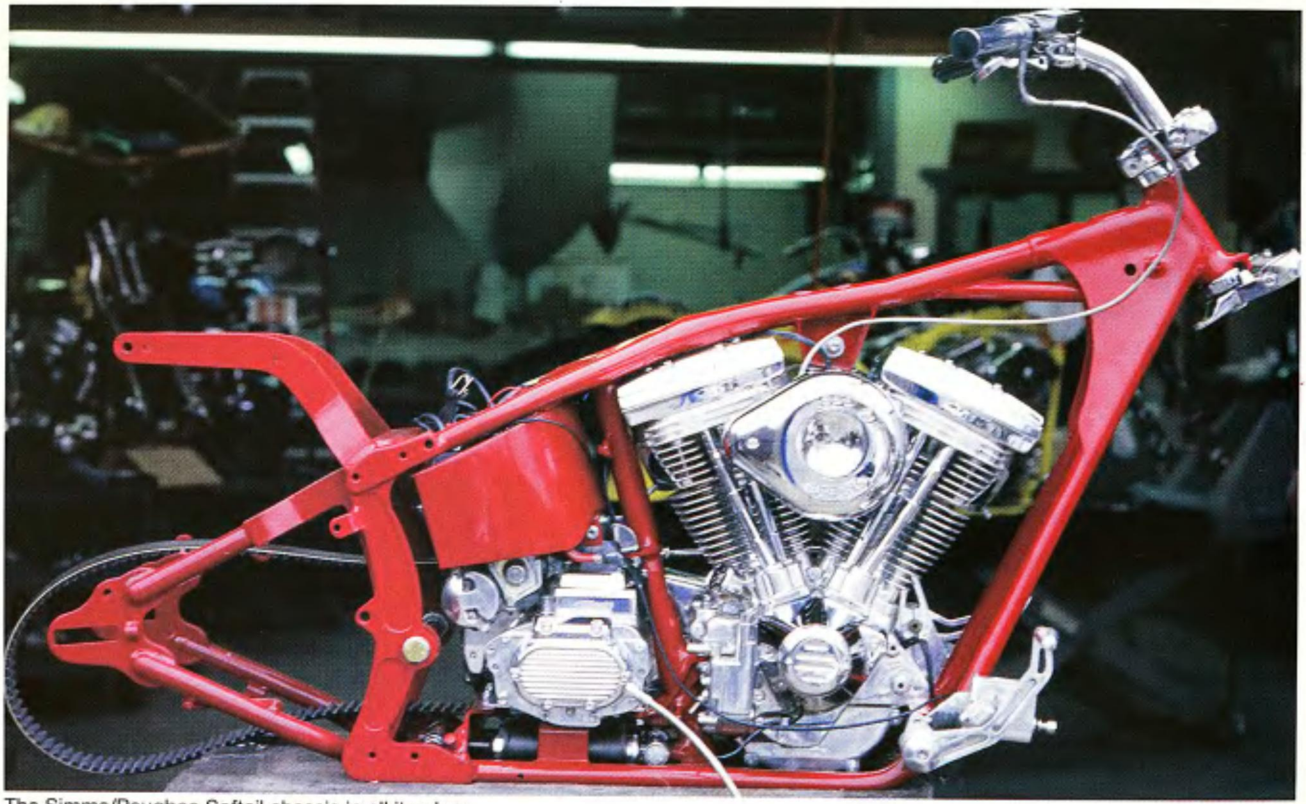
The Final Stages
Assembly Begins

As the celebration subsided for Bandit's dicey Knuck, built by the masterminds at Milwaukee Iron (Lynchburg, Va.), Bandit's creative cells, all five of 'em, kicked into gear. He was forced to find another two-wheeled outlet for his nonstop desire to build anything but status-quo scoots. He came up with one in the August 1995 issue. The swept, deep-fendered, art-deco design, based on the famous 1934 Delahaye, became an inspiration to Ron Simms at Bay Area Custom Cycles, Randy Simpson of Milwaukee Iron, Russ Tom at Downtown H-D in Seattle, and, ultimately, Joel Felty at Headwinds (Arcadia, Calif.).

From the Paughco frame to the S&S/Simms-built motor, narrow glide H-D front end, RevTech tranny, Performance Machine wheels, brakes, and controls, and Headwinds headlight, this machine is built around a proven base of products Ron Simms uses on all of his machines.

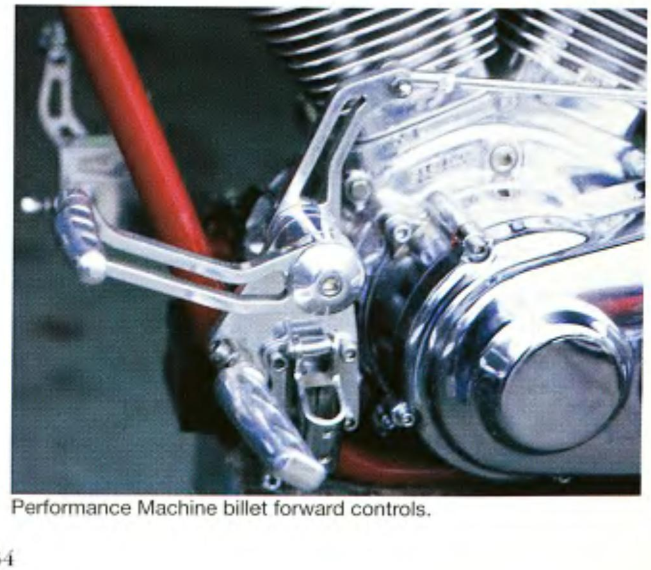
Milwaukee Iron kicked off the sheet metal, but when a winter storm collapsed the roof on Randy Simpson's shop, the Bandit II was shipped to the masters of sheet metal fabrication at Seattle's Downtown Harley-Davidson.

Now we're itching to see the finale with all the migrations and capricious →



The Simms/Paughco Softail chassis in all its glory.

Proven S&S/Simms 98-inch motor.



Performance Machine billet forward controls.

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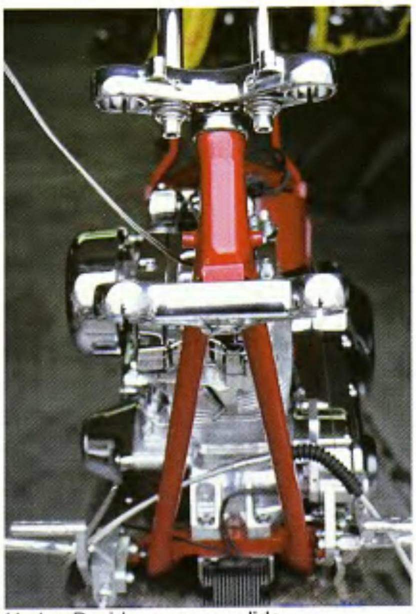
CCI belt will ultimately connect with Performance Machine pulley, wheel, and brakes.

transformations it's evolved through over the last three years. The concept has changed, been altered and refined to make it a more reliable, yet completely classic work of art. Ron's own proven ignition switch system was implemented, and for the latest in high-tech design, the handlebars are "Bad Ass" from Custom Chrome with LED idiot lights and speedo bracket incorporated into the deco design. LED was also utilized in the fenders with HiTech LED strips custom fabricated into the sheet metal (February 1998).

Mark Rosenthal, Ron's main mechanic, assembled the Bandit II to this point. "First I had to prep the frame from our painter, Horst," Mark said. "I sanded all the paint off the motor mounts, then cradled the motor into the frame." Following the S&S engine, with Ron Hannon's touched heads, they slipped in the Custom Chrome transmission, bolted up

CCI 5-speed tranny ready to drive the 98-incher.



Harley-Davidson narrow glide.

Performance Machine brakes all around.

Sources

Downtown Harley-Davidson
Russ Tom
6727 Martin Luther King Way
Seattle, WA 98118
(425) 722-8442

Bay Area Custom Cycles
Ron Simms
25224 Mission Blvd.
Hayward, CA 94541
(510) 537-3338

Milwaukee Iron
Randy Simpson
3000 Lennox
Lynchburg, VA 24501
(804) 845-7688

Headwinds Cycle Products
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Custom Chrome, Inc.
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(800) 729-3332

Performance Machine
6892 Marlin Circle
Lapalma, CA 90623
(714) 523-3000

South Bay Chrome
2041 S. Grand Ave.
Santana, CA 92705
(714) 434-1141

S&S Cycle
Rt. 2,
Box 215
County G
Viola, WI 54664
(608) 627-1467

Rich Products
12420 San Pablo Ave.
Richmond, CA 94805
(510) 234-7547

HiTech Products
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Unit H
Pacoima, CA 91331
(818) 834-1060

Hannon's Machine Shop
21050 Mission Blvd.
Hayward, CA 94541
(510) 581-5315

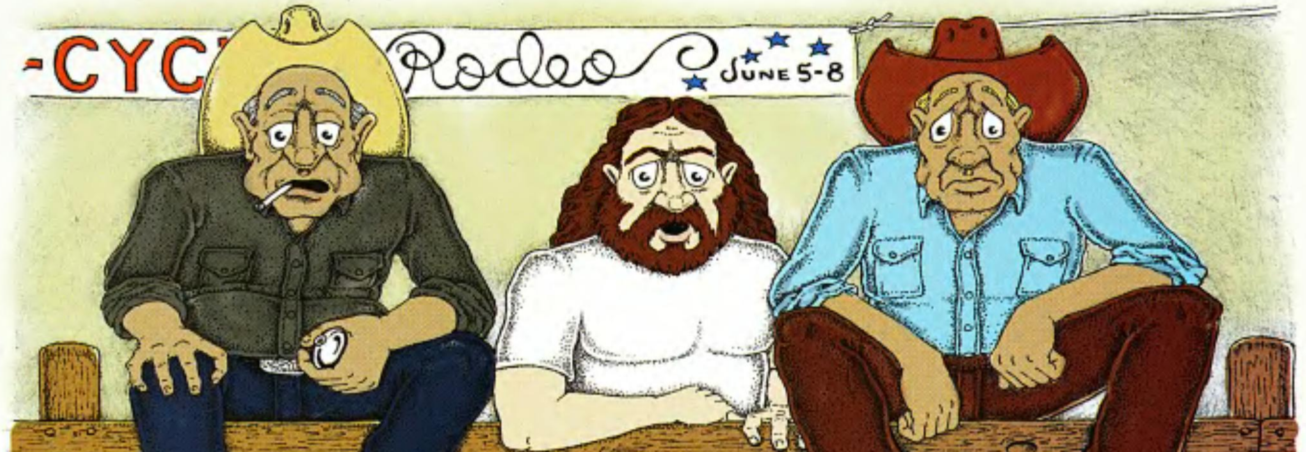
Corbin
11445 Commercial
Parkway
Castroville, CA 95012
(408) 633-2500

Photos: Gail DeMarco

the inner primary, installed the rear belt, BDL belt drive, along with the clutch, swingarm, and oil bag. Then they were ready to install the Harley-Davidson triple trees, forward controls, and begin the proven wiring system Ron's people have developed.

Coming up soon in future issues will be the installation of the hand-formed sheet metal. And, finally, a custom set of dual pipes will be manufactured with the assistance of Rich Products to complete the beast. No, wait, where are the headlights and the one final touch taillight? Joel ... somebody call Joel.

—Wrench



"All right, so maybe we'll forget about the calf-ropin' event."

CV Carb Hop-Up
Jump Up Your Stock Carb With A Double Jolt Of Thunder

There are a number of hot aftermarket carbs available on the market. But many riders want performance without having to go an arm's reach from stock. With that in mind, and a used '97 Fat Boy to fool with, we sent a CV carb to Lee Clemens at Departure Bike Works in Richmond, Virginia, for the master's touch.

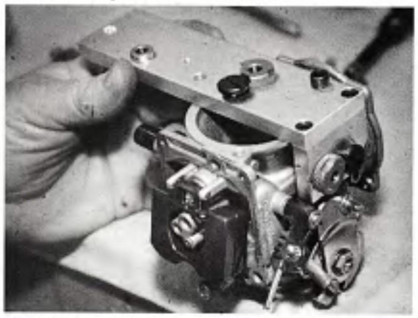
Installation of diaphragm.

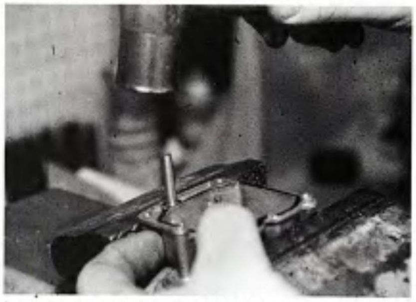
Lee has discovered that with the installation of Dynojet's Thunder Slide and Zipper's ThunderJet, coupled with a paper filter from Zipper's or a Screamin' Eagle air cleaner backing plate, stock bike performance will jump considerably.

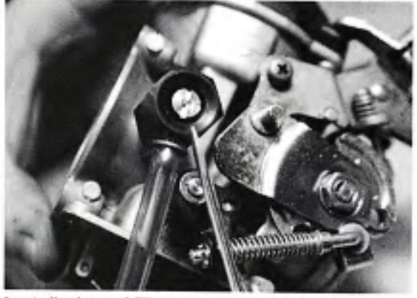
"The motor company introduced the CV-type carburetor in 1988 on XL models only," Lee explained. "The first model was not a good carb for modifications, because it didn't have an accelerator pump. According to the H-D manual, some models had accelerator pumps, but I've never seen one."

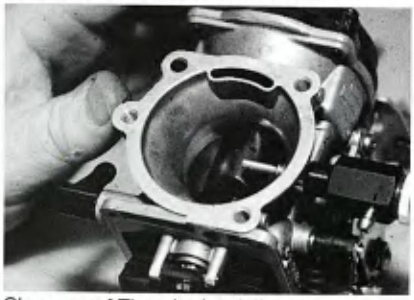
"From 1989, all CV carbs had accelerator pumps coupled with the variable venturi slide carb," Lee continued. "The vacuum piston is operated by low pressure in the venturi, which travels through the vacuum port in the piston to the chamber above the diaphragm. The chamber beneath the diaphragm is vented to atmospheric pressure by a passage from the chamber to the carb inlet. The higher pressure at the underside of the diaphragm overcomes spring pressure and moves the vacuum piston upward in proportion to the pressure difference between chambers. With this type of variable venturi carb, the air stream velocities are higher than a fixed venturi. The higher air stream velocities provide a stronger signal, which makes the engine more responsive."

All the components involved.

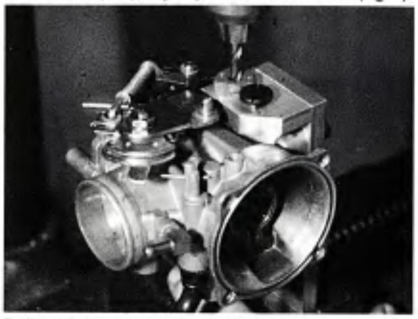

Mounting of ThunderJet drill fixture.

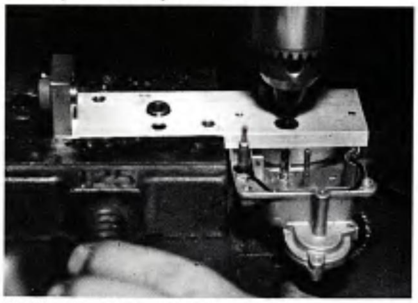

Installation of Accel pump discharge nozzle.

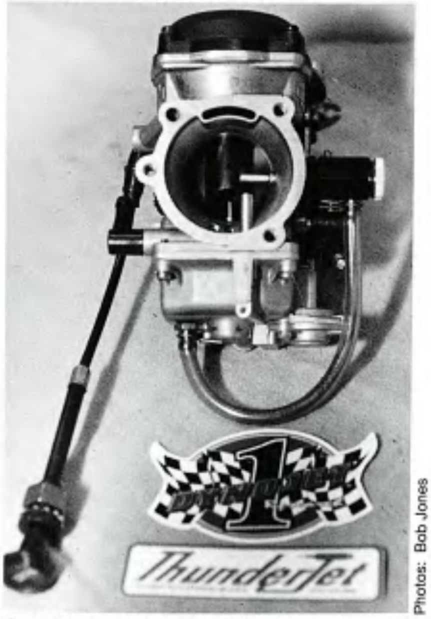

Installation of Zipper's ThunderJet.


Close-up of ThunderJet delivery.

H-D slide (left), Dynojet Thunder Slide (right).


Drilling carb body for T-Jet.


Drilling float bowl for T-Jet.



Complete carb without air box.

Photos: Bob Jones

All right, do you get the theory? Try this, if you don't. Lee's first modification revolves around installing the Dynojet Thunder Slide kit. The kit does several things: It lets the vacuum piston move quicker because the new piston is lighter and has more slide lift holes. This allows faster fuel delivery because the needle (included in the kit) is withdrawn more quickly from the emulsion tube. The tube is also replaced with a new unit supplied in the kit, as is the accelerator discharge nozzle. The kit also contains several jets and a replacement vacuum piston spring.

The second modification is the installation of the Zipper's Thunder Jet. The "T- Jet" installation is much more complicated than the "T-Slide" and should only be handled by a competent service shop. Once installed, the T-Jet adds another fuel delivery circuit. This allows us to move the intermediate and main fuel circuits closer together and improve the fuel curve. The third jet allows for more fuel delivery at a wider range of throttle openings.

The final step is the air box (air cleaner). Departure recommends Zipper's Air Cleaner Kit. This kit has the best performance air filter we've tested, but if you can't or don't want to use it, try a Screamin' Eagle kit.

These modifications have been performed on CV-equipped engines as large as 90 cubic inches with excellent results. In the next two issues we'll first hop-up the engine, then install a new Harley-designed night stalker sheet metal package. Don't miss its all-blacked-out badness.

—Bandit

Sources

Harley-Davidson Motor Company
SEE YOUR LOCAL DEALER

Lee Clemens
Departure Bike Works
5216 Hull Street Rd.
Richmond, VA 23224
(804) 231-0244

Dynojet (Thunder Slide Kit)
200 Arden Dr.
Belgrade, MT 59714
(800) 992-4993

Zippers (Thunder Jet)
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SHIT HAPPENS!

I have a 1996 Road King and I recently installed 80-spoke Hallcraft wheels, a Corbin seat, and for some added juice, the new Mikuni PAT setup. A three-day ride up the coast landed in my lap, and I was hot to hit the road. The bike was running like a top and glistening from end to end.

Day one took us up the coast. The weather was fine and life on the road couldn't have been better. On day two we rolled into the desert. I was out in front, feeling the heat of the land turn my skin a dark tan, while we passed a constant line of iron cages. The bike was running like a bat outta hell when it first coughed. It blinked, I cringed, then it kept going. I had plenty of gas so I wasn't approaching reserve. I relaxed and the wind felt good whipping through my hair, then it coughed again, sputtered and died.

There I was sitting alongside the smoldering desert highway with four guys snarlin' at me. Man, it was hot as pancakes on a griddle. We had heard about petcock problems on these new models, but rumors weren't helping in the desert, miles from even a cold beer.

A few hundred feet ahead was a call box, so I pulled out my

Bros Club card and made a call. I didn't know what to expect, but they hit me with a good attitude and told me to hang, for someone would be out shortly. Just 45 minutes later a flatbed arrived and we loaded the King for the trip to *Easyriders* of Fresno. The petcock was replaced and within two hours I was back on the road.

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ReadersRides

Victoria Walston
Longmont, Colorado
1994 883 Sportster

Stress Management:

Picture yourself near a stream. Birds are softly chirping in the crisp, cool, mountain air. Nothing can bother you here. No one knows this secret place.

You are in total seclusion from that place called "the world." The soothing sound of a gentle waterfall fills the air with a cascade of serenity. The water is clear. You can easily make out the face of the person whose head you're holding under the water.

There now ... feel better?

Vicky lives in Longmont, Colorado, above Denver, in the shadow of the Rockies—the perfect cool, clear, peaceful mountain setting. But when the scenery's not enough to soothe the nerves, Vicky finds relief from the rigors of the daily grind in the form of this '94 Sportster. She built it, along with Marc at Frontline Cycles in Longmont, and her husband, Rich, whose bike was featured in Readers' Rides back in July 1998.

Photos: Richard Walston

The tank was custom made by D&D Metal Works, the seat was molded around it by Daniel Ballard of Bitchin' Stichin' in Loveland, and the bike was painted by Dan Ballard of Paint Your Wagon in Lyons. The chrome work was done by Classic Chrome of Denver, the forward controls are Custom Chrome, the grips are Arlen Ness and the exhaust pipes are Sampson.

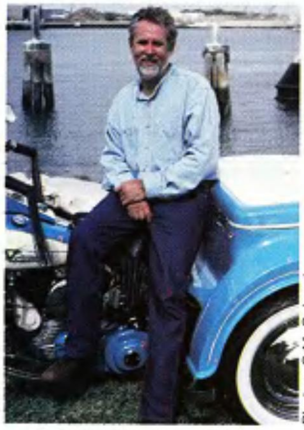
Vicky's Sporty has won seven first-place awards and two second places in area shows, which puts a big smile on her face. But she says the happiest and best place to be is on the road, riding with Rich, and stayin' cool on the mountain roads. Now *that's* how to handle stress!

—Trash

Gerry Houck
Merritt Island, Florida
1972 45-inch Servi-car

When the Space Shuttle's rockets ignite, he can see the light. When they power up, he can hear the roar. When it launches, he can feel the pressure of the blast. What a place to live and work.

Gerry Houck, a facility manager at the Kennedy Space Center, lives on nearby Merritt Island and has access to the finest technology on this planet. So when he wanted to rebuild his trike, where did he go? To the clean room? To the heavy think tanks around the space center? Nope! He went to Brothers 3 of Ft. Lauderdale and had them rebuild it back to stock specs. How can you improve on stock Harley? Well, of course, there are ways to improve, but Gerry wanted his trike stock.



Photos: G.M. Guignet

The spec sheet shows nothing but stock H-D, which gives little to tell. Just look at the original manual, under specs, and you have it all right there. And that's the way this fine-lookin' trike should be, a perfect Harley-Davidson. Aftermarket? Of course it has aftermarket stuff. The tires are Dunlop, but that's about it. Except the paint, which Gerry says was done in Canada by an unknown painter in original Harley blue and white. The trike now sits as a proud centerpiece in the showroom of Daytona H-D.

Gerry would like to dedicate this bike to the man who did the maintenance on it, until he died on his own bike. Here's to Shawn from The Other Place Bike Shop. From stock it came, to stock it was rebuilt, and stock it stays. Way to go, Gerry!

—*Trash*

Pasi Laulainen
Helsinki, Finland
1946 Knuckle

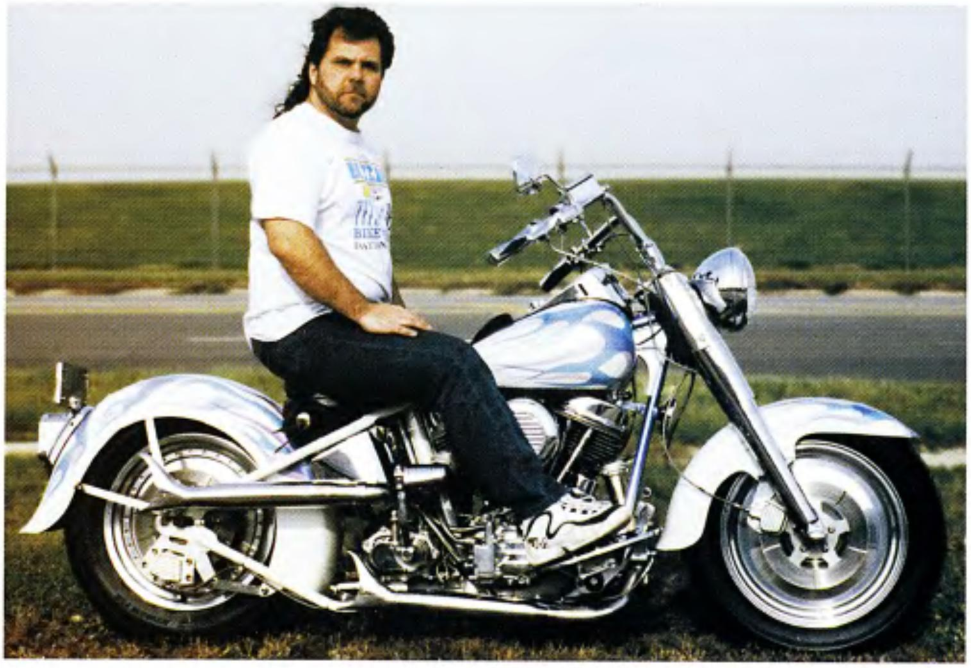
There are a lot of old Harleys in Finland. With a 120 percent tax on top of the price tag of a new bike, that's not surprising. But that's not why Pasi Laulainen owns this bike. The truth is, he has a deep passion for Knuckleheads.

This '46 has carried him all over Europe. Sure it's had its share of breakdowns, but nothing that Pasi has not been able to fix roadside. It is this simplicity of engineering that Pasi loves. The distinctive orange and black paint makes this bike stand out, and is reminiscent of days gone by. Anytime that something has needed replacing, Pasi has opted to use the latest item available instead of rigidly sticking to original equipment, which is why you will see a SuperTrapp exhaust, a combination of Performance Machine and Hurst front brake components, and a Primo primary belt. The Knuck also boasts a Sifton camshaft, an S&S carburetor, House of Horsepower cases, and Shovelhead ignition. Pasi has created his own version of perfection, and this kick-ass Knuck is a credit to him.

—Steve Kelly

Photos: Steve Kelly

Bill Heck
Rantoul, Illinois
1958 Panhead



Two and a half years ago, Bill Heck opened a bike shop, American Custom Cycles, in rural Rantoul, Illinois. He worked hard, very hard. When it first opened, Bill wondered how he could get the word out to people about his new shop. How could he get them to come see his work? Word of mouth advertising requires that you have something to talk about, so he built the '58 Pan you see here.

He installed an 84-inch S&S stroker kit, new cylinders, an Andrews "A" grind cam, S&S carb, Andrews gears, a 3-inch Primo belt drive, and put it all in a Paughco frame. He reworked a Harley solid rear wheel to go on the front and put another one on the rear. He turned down the stock wide glide legs to fit a set of dual GMA disc brakes, and put a GMA disc on the rear as well. All the work was done in-house: polishing, painting, welding, machine work, metal fabricating, and all the mechanical work (by Bill Heck and Eric Caine). The only stuff sent out was chrome work. Not a bad job for a small shop.

Bill really wanted to keep this bike for himself, but while riding it around one day, someone saw it, fell in love with it, and made an offer Bill couldn't refuse. Oh well, that's what a shop is supposed to do, isn't it, sell bikes? So Bill built another one, which caught the eye and wallet of Ken Blackman of the Cincinnati Bengals. More followed, and that is how a business is built, by building and selling bikes you'd want to ride yourself. If you build them like this one, the people will come.

'Nuff said. —*Trash*

Photos: owner

"We can call it 'Slick Willy's Maid Service.'"

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Pure Steel's Scimitar

Slashing Through Arizona's Desert

Just as the Arabs and Turks of the early 16th century used their scimitars (a saber with a long curved tip—there will be a test later) to cut straight through their enemies, Pure Steel now uses *their* Scimitar to take a stab (pun intended) at the competition.

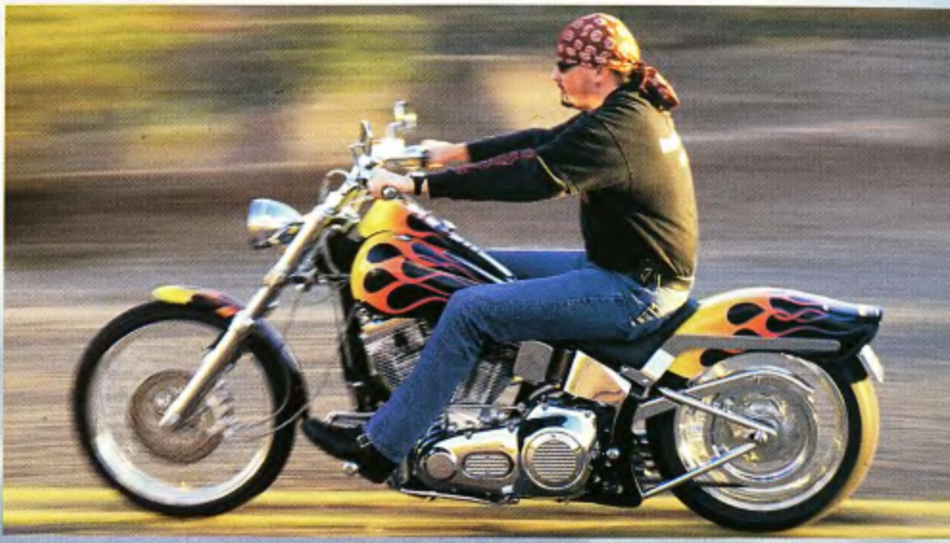
I hooked up with Oscar Cocoa, president of Pure Steel, at a late-night meeting establishment. OK, so both of us were hangin' out at one of Phoenix's great strip clubs. Anyway, we started talkin' about bikes, and next thing ya know ... blah, blah, blah. After a few beers and some "entertainment," I decided to go check out his latest model—the bike, not the dancer. Although ...

Once again, the trend seems to be low and fast in the bike-building arena. The Daytec/Pure Steel Softail frame has an overall ground clearance of 4 inches and a 36-degree rake. Take a sharp right turn, at a pretty decent speed, and you'll be sending sparks all over the place. That's not always a bad thing, though, as almost any size rider could easily control this bike. The front end is all Pure Steel's design, with the exception of the H-D lower legs. The telescopic forks are designed and built by Pure Steel, and perform well.

An S&S 96-inch engine supplies the power to the Scimitar, with one exception. Pure Steel has added their own Stage 1 racing heads, Mikuni carb, and Carl's Speed Shop exhaust. This engine is set up for 3 5/8-inch stroke x 4 5/8-inch bore. It put out a 10.2:1 compression ratio and delivered 102 horsepower and 117-foot-pounds of torque. All that's great, but if you are uncomfortable, what's the point? Pure Steel took all of that into consideration when choosing and installing the accessories. →

The Flanders bars with Pure Steel risers are pulled back just enough to take the pain out of the rider's forward lean. The foot controls are forward, but not so far as to make certain parts of your anatomy ride up on the stretched tanks!

The handlebar controls are H-D but seem to blend evenly with the Scimitar's design. As expected, they are easy to get to and operate. There were no passenger footpegs on this model, so it was hard to tell how well this bike would accommodate a passenger. Turns out, I had to improvise. With the lovely lady's well-toned legs wrapped securely around my waist ... ah, let's just say the bike handles very well with a passenger. I suppose if you were traveling a long distance, you might want to install a pair



of rear pegs, or just tell Pure Steel to install a set for ya.

Pure Steel does not mass produce these bikes. Instead, for their quality control purposes, they manufacture only a limited number (only 60 this year), so that there is not a large amount of bikes under development at any one time. According to Oscar, "We would rather build our bikes to fit the customer than build a bike and make the customer fit, as many of the manufacturers do today." This could have something to do with the cost of Pure Steel's bikes. Not inexpensive, these bikes start at $24,500 and go up from there. This particular model sells for $33,900, most likely due to all the performance work that comes standard on the Scimitar. Pure Steel has been fully certified since 1994, and a 36-month/36,000-mile warranty comes standard on all their models.

The bikes are not hard to locate. In addition to Pure Steel's 10 dealerships around the nation, their bikes can be purchased through many of our *Easyriders* franchises. If you can't find a dealer near you, Pure Steel can get one up and running for you in about eight weeks. For more information on this model or their three other bikes, contact Pure Steel Custom Cycles, 4010 Grand Ave., Suite #16, Phoenix, AZ 85019, (602) 841-2000.

—Oil Can

Manufacturer: ...Pure Steel Motorcycles
City: ....Phoenix, Arizona

General

Fabrication: ....Pure Steel
Year/make: ....1998 Pure Steel
Model: ....Scimitar
Value: $33,900
Assembly: ....Pure Steel
Time: ....8 weeks
Chroming: ....Pete's Plating

Engine

Year/model: ....1998 Evolution
Rebuilder: ....S&S/Pure Steel
Ignition: ....Crane Hi-4
Displacement: ....96 cubic inches
Lower end: ....S&S
Balancing: ....Pure Steel
Pistons: ....S&S
Cases: ....S&S
Heads: ....Pure Steel Stage 4
Cam: ....Pure Steel
Lifters: ....JIMS
Carb(s): ....Mikuni 45
Air cleaner: ....Mikuni
Pipes: ....Thunder Header

Transmission

Year: 1998
Builder: ....JIMS
Gears: ....close-ratio
Engine sprocket: ....stock H-D
Trans sprocket: 34-tooth
Wheel sprocket: 65-tooth
Modifications: ....billet trap door

Paint

Molding: ....Hal Loo
Painter: ....Airworks
Color/type: ....black/House of Kolor
Special paint: ....flames

Frame

Year: 1998
Builder: ....Daytec
Type: ....Softail
Rake: ....36 degrees
Ground clearance: ....4 inches

Accessories

Bars: ....Flanders
Risers: ....Pure Steel
Handlebar controls: ....H-D
Fender(s): ....H-D front/Daytec rear
Headlight: ....Headwinds
Taillight: ....Joker Machine
Speedo: ....Ness
Dash: ....Ness
Pegs: ....Pure Steel
Foot controls: ....Pure Steel
Gas tank: ....5-gallon H-D, stretched
Oil tank: ....Daytec, stretched
Oil system: ....Pure Steel
Seat: ....High End
Mirrors: ....H-D
Grips: ....Pure Steel

Forks

Type: ....telescopic
Builder: ....Pure Steel

Wheels

Front

Type: ....Akront
Size: 21-inch
Tire: ....Metzeler
Brake: ....Performance Machine

Rear

Type: ....Akront
Size: 18-inch
Tire: ....Metzeler
Brake: ....Performance Machine

Photos: ....Paul Martinez

"Nice freestyle?! I jump off Lovers Leap to demonstrate my love and that's all you can say?"

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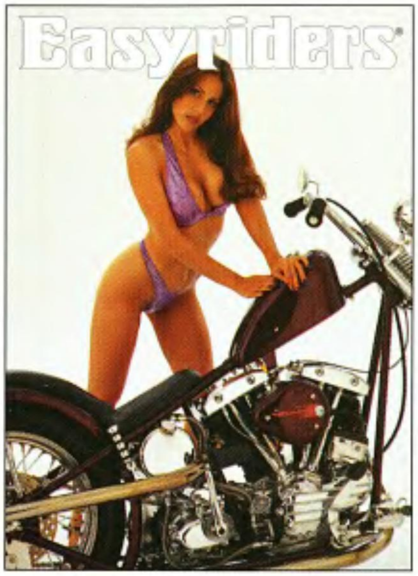
ComingAtYa

The November issue of *Easyriders* is givin' thanks with mind-blowing coverage of the 75th Laconia Run and Races. You'll also meet sexy G.I. Jamie, the cover girl who took on the U.S. Army, find out how Washington riders raised $100,000 for the Indian Jeff Benefit, and get a sneak peak at Harley's new model line-up. From the sizzlin' Service Department, there's word on H-D's new engine and a 6-speed tranny for your bike. All this, *plus* ride with Rip to the Big Mamoa, take our gut-bustin' Authentic Biker Quiz, feast on wild choppers, cool customs, bad-ass baggers, vintage iron, and drool over the most mouth-waterin' women ever to baste a turkey. You'll find everything you ever wanted in a motorcycle magazine and more in *Easyriders.* *On sale September 29*

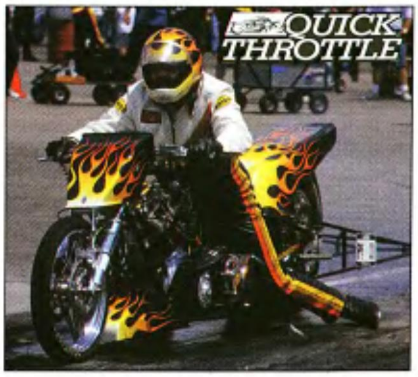


This li'l Indian princess is just waiting for a wild night in the tepee with ya, so saddle up and spear yourself the latest issue of *Biker*. The October issue is everywhere you want to be. *On sale September 1*

In addition to more shots of scooter folk enjoying the lifestyle than any other mag, November's *In The Wind* boasts a 32-page outsert featuring every bike show on the '97-'98 *ER* tour. *On sale now*

From rare classics to one-of-a-kind customs, there's no better gallery of rolling art than in the pages of *VQ*. The October issue also features a guide to the world's best bike tours. *On sale now*

Slam into November with the latest *Quick Throttle,* featuring wild Willow Springs racing action, plenty of pumped-up putts, and techs on starter relays and Edelbrock carbs. *On sale now*



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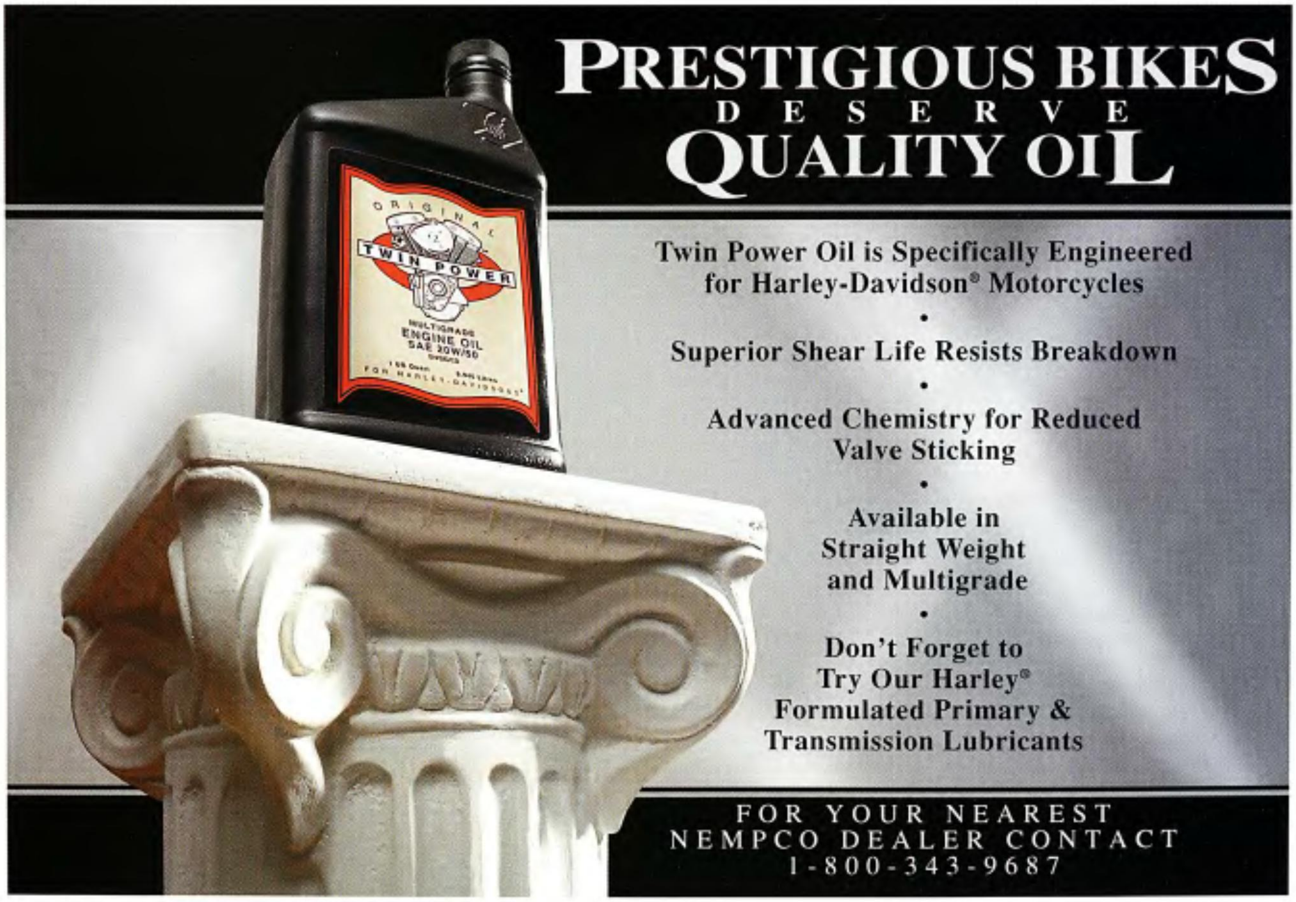
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